



**CITY OF EDGEWOOD
COUNCIL STUDY SESSION AGENDA**

Tues., January 17, 2017 – 7:00 PM ♦ City Hall – 2224 104th Avenue East ♦ Edgewood, WA

1. CALL TO ORDER

Pledge of Allegiance & Roll Call

2. COUNCIL BUSINESS

A. Presentation/Discussion (pg. 2) - Brian Devereux, Puyallup School District

B. Review/Discussion (pg. 5) - School Impact Fees

C. Review/Discussion (pg. 170)- Traffic Impact Fees

D. Review/Discussion (pg. 206) - Chapter 12.06 ROW Franchises and Permits for public and private utilities

3. OTHER COUNCIL ITEMS

4. ADJOURN

This meeting is accessible to persons with disabilities. For individuals who may require special accommodations, please contact City Hall at (253) 952.3299, 24 hours in advance.



**CITY OF EDGEWOOD
STAFF REPORT**

**STUDY SESSION AGENDA ITEM: Puyallup School District
Northwood Elementary Discussion**

Date: January 17, 2017

Title: Puyallup School District Northwood Elementary Discussion

Attachments: Updated Conceptual Site Plan and BLA Drawing

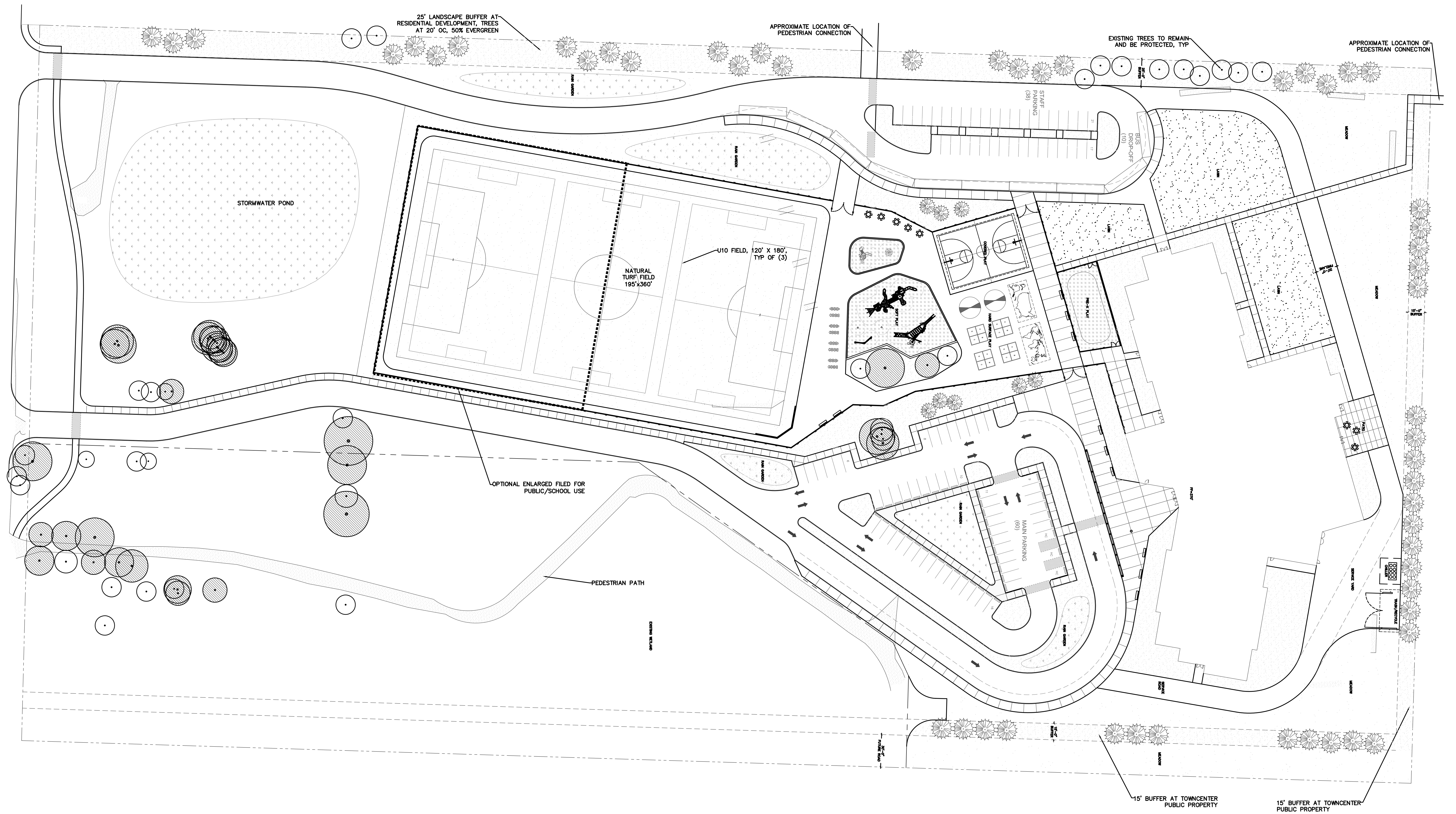
Submitted By: Community Development Director Kevin Stender

Approved For Agenda By: Daryl Eiding, Mayor

Discussion: The Puyallup School District continues to move forward with design and layout of the Future Northwood Elementary. We have invited Brian Devereux from the district to have discussion as to progress and plans moving forward.

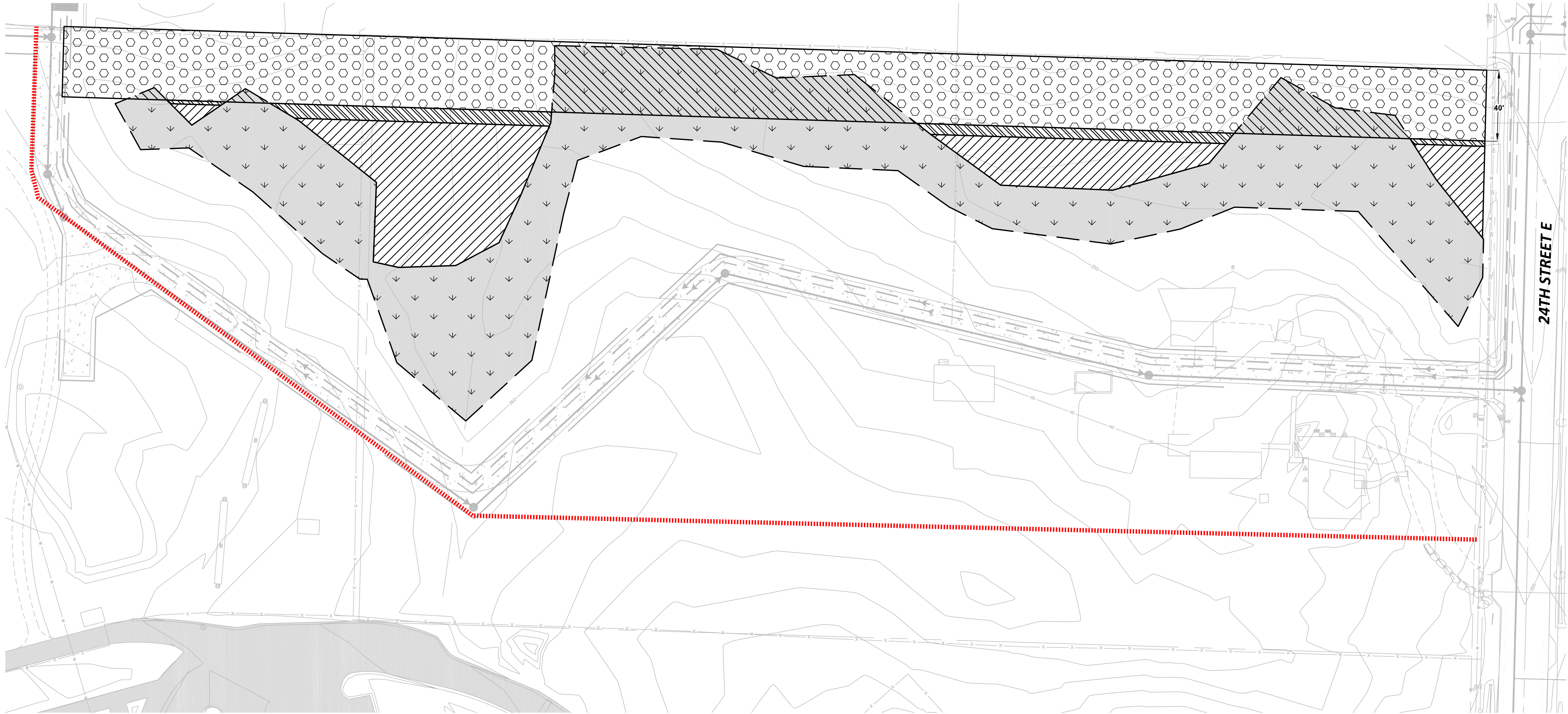
Recommendation: N/A Presentation and Discussion-No Action Required

Fiscal Impact: None known at this time



CONCEPT SITE PLAN NORTHWOOD ELEMENTARY SCHOOL PUYALLUP SCHOOL DISTRICT





SCALE IN FEET

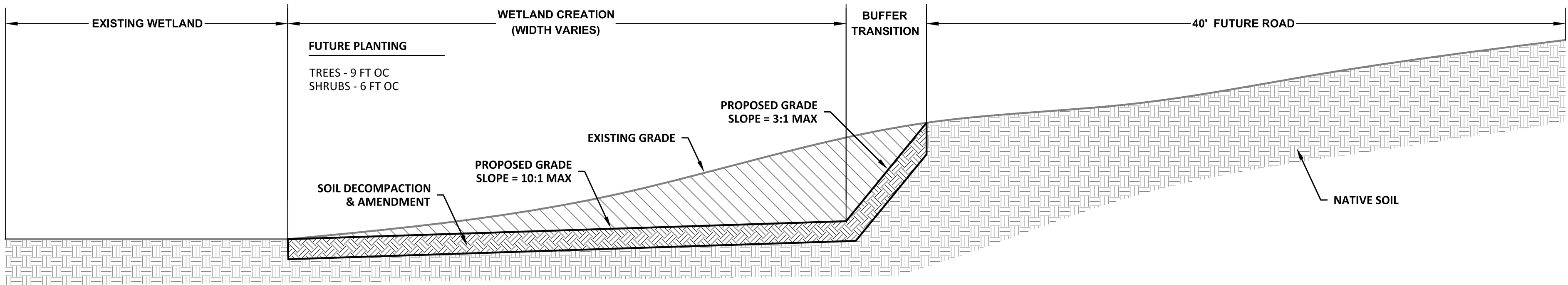
LEGEND

- WETLAND IMPACT (7,945 SF)
- WETLAND BUFFER IMPACT (24,033 SF)
- WETLAND CREATION (11,923 SF)
- WETLAND BUFFER TRANSITION (2,439 SF)

MITIGATION RATIO		
WETLAND IMPACT	WETLAND CREATION	RATIO
7,945 SF	11,923 SF	1.5:1 (CREATION:IMPACT)



= Proposed BLA line



CONCPETUAL WETLAND CREATION PROFILE
HORIZONTAL = 1:5; VERTICAL = 1:2

Sewall Wetland Consulting, Inc.
PO Box 880 - Fall City, Washington 98024 Phone: 253-859-0515

PROJECT: CONCEPTUAL WETLAND MITIGATION PLAN
- NORTHWOOD SCHOOL ROAD PROJECT -

SITE ADDRESS: 9805 24TH STREET EAST
EDGEWOOD, WASHINGTON
PARCEL NO. 0420091011

CLIENT: CITY OF EDGEWOOD

NO.	DATE	NOTES

DATE: 11/15/2016
JOB NUMBER: A8-131

Conceptual Plan

SHEET: **1** OF **1**

01/17/2017 Study Session
Page 4 of 213



CITY OF EDGEWOOD

STAFF REPORT

STUDY SESSION AGENDA ITEM: School Impact Fees

Date: January 17, 2017

Title: School Impact Fee Recommendations

Attachments: Puyallup, Sumner and Fife's 2016-2021 Capital Facilities Plans. Edgewood Code Section 4.10. Pierce County Ordinance No. 2016-79.

Submitted By: Kevin Stender, Community Development Director
Aaron Nix, ACA – Municipal Services

Approved For Agenda By: Daryl Eidinger, Mayor

Discussion: The three school districts within the City of Edgewood have submitted their respective Capital Facilities plans to the City. These plans primarily show future capital projects (construction) within the Districts. In past discussion with the school district's at a study session each district presented their respective Capital Facilities plan to the City Council. Each district shared their upcoming work plans and how that relates to their financial need to determine a proposed impact fee. Below is a breakdown of the current and proposed fees for single family and multifamily development:

SCHOOL DISTRICT	PER SINGLE-FAMILY DWELLING UNIT		PER MULTIFAMILY DWELLING UNIT	
	School District Need Fee Calculation for 2016-2017	2016-2017 Impact Fee (Maximum Fee Obligation Allowed by Edgewood)	School District Need Fee Calculation for 2016-2017	2016-2017 Impact Fee (Maximum Fee Obligation Allowed by Edgewood)
Fife	\$3,216.00 (current) \$6,670 (proposed) Approx. 48% Increase	\$3,216.00 (current) \$.00(proposed)	\$6,875.00 (current) \$1,772.00 (proposed) Approx. 75% Decrease	\$1,755.00 (current) \$.00(proposed)
Puyallup	\$8,144.16	\$3,500.00(current)	\$2,202.48	\$1,755.00 (current)

SCHOOL DISTRICT	PER SINGLE-FAMILY DWELLING UNIT		PER MULTIFAMILY DWELLING UNIT	
	School District Need Fee Calculation for 2016-2017	2016-2017 Impact Fee (Maximum Fee Obligation Allowed by Edgewood)	School District Need Fee Calculation for 2016-2017	2016-2017 Impact Fee (Maximum Fee Obligation Allowed by Edgewood)
	(current) \$8,918.87 (proposed) Approx. 9% increase	\$.00(proposed)	(current) \$2,010.57 (proposed) Approx. 2% decrease	\$.00 (proposed)
Sumner	\$12,749.74 (current) \$11,851.30 (proposed) Approx. 6.5% decrease	\$3,500.00(current) \$.00(proposed)	\$4,301.51 (current) \$1,946.16 (proposed) Approx. 56% decrease	\$1,755.00(current) \$.00(proposed)

As you can see from the above table (**bolded text**) the school districts are seeking both increases and reductions to the proposed collected fee. In all cases the desired fee from the school districts is considerably more than the City of Edgewood currently collects. Some are seeking considerably more and some are seeking considerably less but in all cases the requested fee is far less than the fee that the City has established of no more than \$3,500 for Single Family and \$1755 for Multifamily.

As part of the preparation for this discussion we gathered information from the City of Puyallup, City of Sumner, City of Fife, City of Milton and Pierce County in regard to what they each are charging for impact fees in 2016-2017. A breakdown of each jurisdictions fee(s) is found in the table below.

Jurisdiction	PER SINGLE-FAMILY DWELLING UNIT	PER MULTIFAMILY DWELLING UNIT
	2016-2017	2016-2017
Fife	PSD=\$3,588 FSD=\$2,640	PSD=\$2,839 FSD =\$5,664
Puyallup	\$3,353	\$3,353
Pierce County	PSD =\$3,400 FSD =\$3,400 SSD =\$3,400	PSD=\$1,795 FSD=\$1,772 SSD=\$1,795

Jurisdiction	PER SINGLE-FAMILY DWELLING UNIT	PER MULTIFAMILY DWELLING UNIT
	2016-2017	2016-2017
Sumner	SSD=\$3,330 Deiringer SD=\$3,215	SSD=\$1,755 Deiringer SD=\$830
Milton	\$3,216	\$1,755

In all cases except the City of Fife, the school districts are charging less for new single family units than Edgewood. Fife, Puyallup and Pierce County are charging more for multifamily units.

Traditionally, Edgewood has taken recommendations from Pierce County to help set our School Impact Fee based on the ever-changing Consumer Price Index (CPI). The Maximum Fee Obligation was originally set by the County with the adoption of Ordinance 2004-94s in the year 2004 at around \$2675 per single family unit and \$1,410 per multi family unit. In 2006 the CPI for the Seattle-Tacoma-Bremerton area was 202.25. In 2016 CPI was found to have increased 27.02% to 256.91. The County's fee has accordingly increased over the years as has Edgewood's.

Recommendation:

1. Keep the single family residential fee at the current MFO rate of **\$3,500 per unit**, which is consistent with surrounding jurisdictions set fee and the County's CPI determination.
2. Raise the multifamily residential MFO to **\$2,000 per unit**, which is consistent with the request of the various jurisdictions from their Capital Facilities Plans.

Fiscal Impact: This fee is not collected by the City of Edgewood but applicants are required to pay this fee directly to the school districts and provide proof of payment at the time of permit issuance or if the fee is deferred, in accordance with the new regulations on impact fee deferral. The only other impact is associated with setting the rate beyond other jurisdictions which could possibly impact the interest in developing within the City of Edgewood. There are plans underway in Pierce County to re-evaluate the School Impact Fee process through the formation of a working group to help make recommendations on school impact fees in future. This process is outlined in Pierce County Ordinance No. 2016-79.



Puyallup School District

2016-2021

Capital Facilities Plan





P U Y A L L U P
S C H O O L D I S T R I C T
A Tradition of Excellence

2016-2021 Capital Facilities Plan

Puyallup School District #3

302 2nd Street SE

Puyallup, Washington 98372

Board of Directors

Dane Looker, President
Kathy Yang, Vice President
Chris Ihrig, Director
Pat Donovan, Director
Michael Keaton, Director

Superintendent

Timothy S. Yeomans, Ed. D.

October 3, 2016

Prepared and Presented by:

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Director of Facilities Planning
DevereBJ@puyallup.k12.wa.us
(253) 841-8772

TABLE OF CONTENTS

I.	EXECUTIVE SUMMARY	1
II.	INTRODUCTION & EMERGING ISSUES	2
	INTRODUCTION.....	2
	<i>Grade Configuration</i>	2
	EMERGING ISSUES.....	6
	<i>Interim Housing Plan</i>	6
	<i>Full-Day Kindergarten</i>	7
	<i>Passage of the November 2015 Bond Program</i>	7
	<i>K-3 Class Size Reduction</i>	7
	<i>Deferral of School Impact Fees (ESB 5923)</i>	9
	<i>Larger Planned Elementary Building Projects</i>	9
III.	INVENTORY OF SCHOOL AND SUPPORT FACILITIES AND OTHER DISTRICT PROPERTY	10
IV.	IDENTIFICATION OF LEVEL OF SERVICE FOR CAPITAL FACILITIES PLANNING	13
	LEVEL-OF-SERVICE FOR ELEMENTARY STUDENTS	13
	LEVEL-OF-SERVICE FOR SECONDARY STUDENTS.....	13
	PROGRAM CAPACITY MODEL	14
V.	ENROLLMENT HISTORY AND PROJECTIONS	17
	ENROLLMENT HISTORY	17
	CURRENT ENROLLMENT	19
	SIX YEAR ENROLLMENT PROJECTION	21
	<i>Student Generation Rates</i>	21
	<i>Enrollment Projections</i>	23
VI.	FORECAST OF CAPITAL FACILITIES NEEDS.....	26
	ELEMENTARY LEVEL	26
	JUNIOR HIGH LEVEL.....	27
	SENIOR HIGH LEVEL	28
	PROPERTY ACQUISITION FORECASTING	29
	<i>Elementary Level</i>	29
	<i>Junior High Level</i>	29
	<i>High School Level</i>	30
	<i>Support Services</i>	30
VII.	CAPITAL IMPROVEMENT PLAN	31
	2014 SCHOOL FACILITY IMPROVEMENTS AND TECHNOLOGY UPGRADES LEVY	31
	JOINT CITIZENS FACILITIES ADVISORY & BOND ADVISORY COMMITTEE	31

NOVEMBER 2015 CAPITAL BOND PROGRAM	32
TEMPORARY CLASSROOM FACILITIES (PORTABLES).....	32
K-3 CLASS SIZE REDUCTION.....	33
BOND OVERSIGHT COMMITTEE	33
BOUNDARY REVIEW COMMITTEE.....	33
LEVEL OF SERVICE COMPARISON	34
<i>Elementary Level</i>	34
<i>Junior High Level</i>	37
<i>High School Level</i>	39
VIII. FINANCE PLAN	41
INTRODUCTION.....	41
CONSTRUCTION COSTS	41
FUNDING SOURCES	42
SOURCES OF PUBLIC MONEY	43
<i>Bonds</i>	43
<i>Capital Levies</i>	43
<i>State Matching Funds</i>	44
<i>Mitigation/Impact Fees</i>	45
FUNDING FOR SCHOOL FACILITIES	48
IV. APPENDIX.....	50
2014 CAPITAL PROJECTS AND TECHNOLOGY LEVY CHART	51
SCHOOL PROPERTY DESCRIPTIONS.....	52
SUPPORT FACILITIES INVENTORY	73
<i>Support Facility Descriptions</i>	73
UNDEVELOPED / UNDERDEVELOPED PROPERTIES DESCRIPTIONS.....	78
<i>Property Descriptions</i>	78

LIST OF GRAPHS

GRAPH 1: ELEMENTARY ENROLLMENT HISTORY	17
GRAPH 2: JUNIOR HIGH ENROLLMENT HISTORY	18
GRAPH 3: SENIOR HIGH ENROLLMENT HISTORY	18
GRAPH 4: 2014-15 ELEMENTARY ENROLLMENT	19
GRAPH 5: 2014-15 JUNIOR HIGH ENROLLMENT	19
GRAPH 6: 2014-15 HIGH SCHOOL ENROLLMENT	20
GRAPH 7: PROJECTED ELEMENTARY ENROLLMENT	23
GRAPH 8: PROJECTED JUNIOR HIGH ENROLLMENT	24
GRAPH 9: PROJECTED SENIOR HIGH ENROLLMENT	24
GRAPH 10: TOTAL DISTRICT ENROLLMENT	25
GRAPH 11: ELEMENTARY LEVEL OF SERVICE PROVIDED	36
GRAPH 12: JUNIOR HIGH LEVEL OF SERVICE PROVIDED	38
GRAPH 13: HIGH SCHOOL LEVEL OF SERVICE PROVIDED	40

LIST OF MAPS

MAP 1: PUYALLUP SCHOOL DISTRICT SERVICE AREA	3
MAP 2: CITIES IN PUYALLUP SCHOOL DISTRICT	4
MAP 3: SURROUNDING SCHOOL DISTRICTS	5

LIST OF TABLES

TABLE 1: INVENTORY OF CURRENT SCHOOL FACILITIES	10
TABLE 2: INVENTORY OF SPECIALIZED INSTRUCTION AND SUPPORT FACILITIES	11
TABLE 3: INVENTORY OF UNDEVELOPED AND UNDERDEVELOPED PROPERTY	11
TABLE 4: SCHOOL BUILDING SQUARE FEET AND SITE ACREAGE	13
TABLE 5: ELEMENTARY SCHOOL CAPACITY SUMMARY	15
TABLE 6: SECONDARY SCHOOL CAPACITY SUMMARY	16
TABLE 7: SINGLE FAMILY	22
TABLE 8: APARTMENTS/MULTI-FAMILY	22
TABLE 9: FUTURE SCHOOL SPACE NEEDS - ELEMENTARY LEVEL	26
TABLE 10: FUTURE SCHOOL SPACE NEEDS – JUNIOR HIGH LEVEL	27
TABLE 11: FUTURE SCHOOL SPACE NEEDS – SENIOR HIGH LEVEL	28
TABLE 12: EXISTING AND PROPOSED PERMANENT STUDENT CAPACITY	35
TABLE 13: EXISTING AND PROPOSED PERMANENT STUDENT CAPACITY – JR HIGH	37
TABLE 14: EXISTING AND PROPOSED PERMANENT STUDENT CAPACITY – SR HIGH	39
TABLE 15: IMPACT FEE CALCULATION FACTORS	46
TABLE 16: IMPACT FEE CALCULATION	47
TABLE 17: SIX-YEAR FINANCE PLAN	49

I. Executive Summary

The Puyallup School District Capital Facilities Plan (the “plan”) is a six year plan intended to be reviewed and revised annually. It has been prepared by district staff as the organization’s capital facility planning document, in part, to support the use of school impact fees as provided for under the Washington State Growth Management Act.

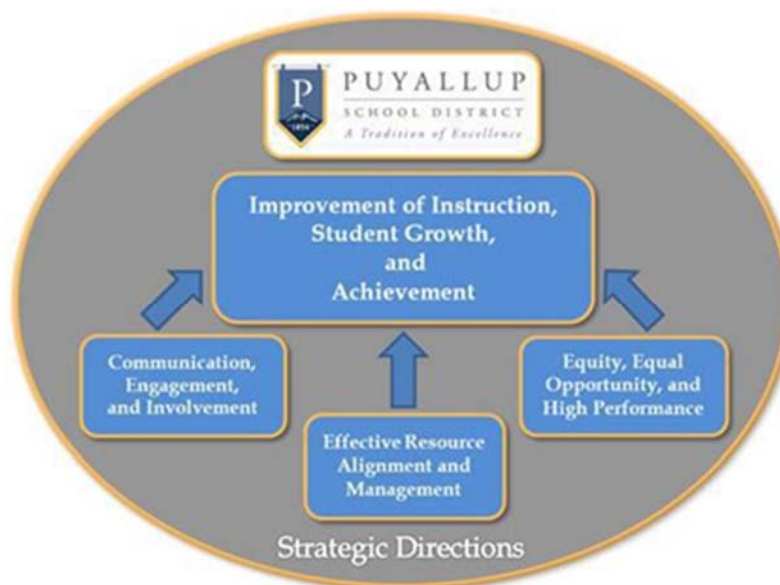
Therefore, the plan consists of: (a) an inventory of the existing schools, support facilities and properties owned by the Puyallup School District; (b) an enrollment history and growth projection through a thirteen (13) year time period; (c) an identification of the District's "levels of service" with respect to capital facilities; (d) a forecast of the District's need for new construction, renovation and modernization (e) a plan that will finance the proposed construction projects, maintenance and property purchases within projected funding capacities and clearly identified sources of public money for such purposes.

The plan supports implementation of school impact fees as have been authorized by Pierce County, the City of Puyallup, the City of Edgewood, and the City of Fife. This plan will also provide a basis for mitigation under the State Environmental Protection Act (SEPA) or the State Subdivision Act.

Through board approval of this plan, the district identifies the Level of Service (“LOS”) relative to student instructional space in order to ascertain current and future school building capacity.

Our Mission:

The Puyallup School District, in partnership with our diverse communities, educates and inspires students to reach their full potential.



II. Introduction & Emerging Issues

Introduction

The [Puyallup School District](#) (the “district”) was organized in 1854, and was the third school district formed in the state of Washington. It is now the eighth largest school district in the state, and second largest in Pierce County to Tacoma School District, serving more than 22,250 students.¹ The district employs approximately 1,350 certificated staff, 1,410 classified staff, and 700 substitute personnel, making it one of the largest employers in Pierce County.

It is located six miles east of Tacoma, 30 miles south of Seattle, comprising approximately 54 square miles in eastern Pierce County.

Grade Configuration

The Puyallup School District currently operates basic educational programs under the following general grade level configurations:

- Kindergarten through sixth grade housed in elementary schools
- Seventh through ninth grade housed in junior high schools
- Tenth through twelfth grade housed in senior high schools

While district-wide grade configuration has been discussed by the school board as recently as 2012, the current school board has given clear direction it has no intent to modify the current configuration for the foreseeable future, outside of board-approved interim housing plans to alleviate significant overcrowding at the elementary level by accommodating certain 6th grade classes at board-approved junior high facilities. More information regarding the interim student housing plan can be found in the *Emerging Issues* section.

As shown on Map 1, the Puyallup School District currently has:

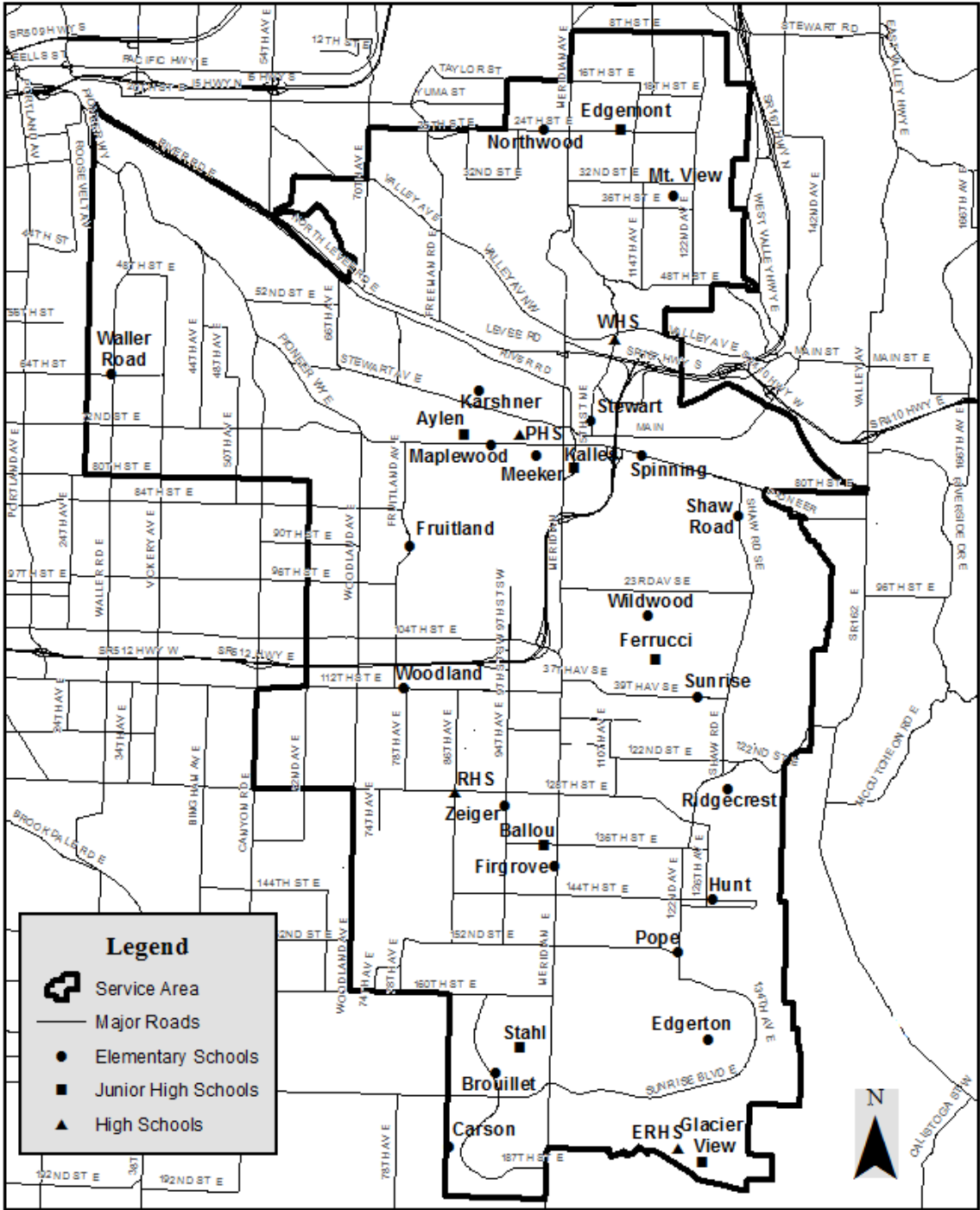
- Twenty-one elementary schools
- Seven junior high schools
- Three comprehensive high schools
- One alternative high school

As part of the district’s 2004 bond program, two elementary schools, Edgerton and Carson, opened in the south end of the district in 2007 to serve the growing student population in the South Hill area. At the junior high level, the new Kalles Junior High school building opened in 2007, replacing the old school facility built originally in 1956 on the same 16-acre site. The new Aylen Junior High school building opened in 2008, replacing the old school facility built originally in 1962 on the same 17.67-acre site. The new Glacier View Junior High also opened in 2008 on approximately 21-acres just east of Emerald Ridge High School, creating the seventh junior high facility within the district.

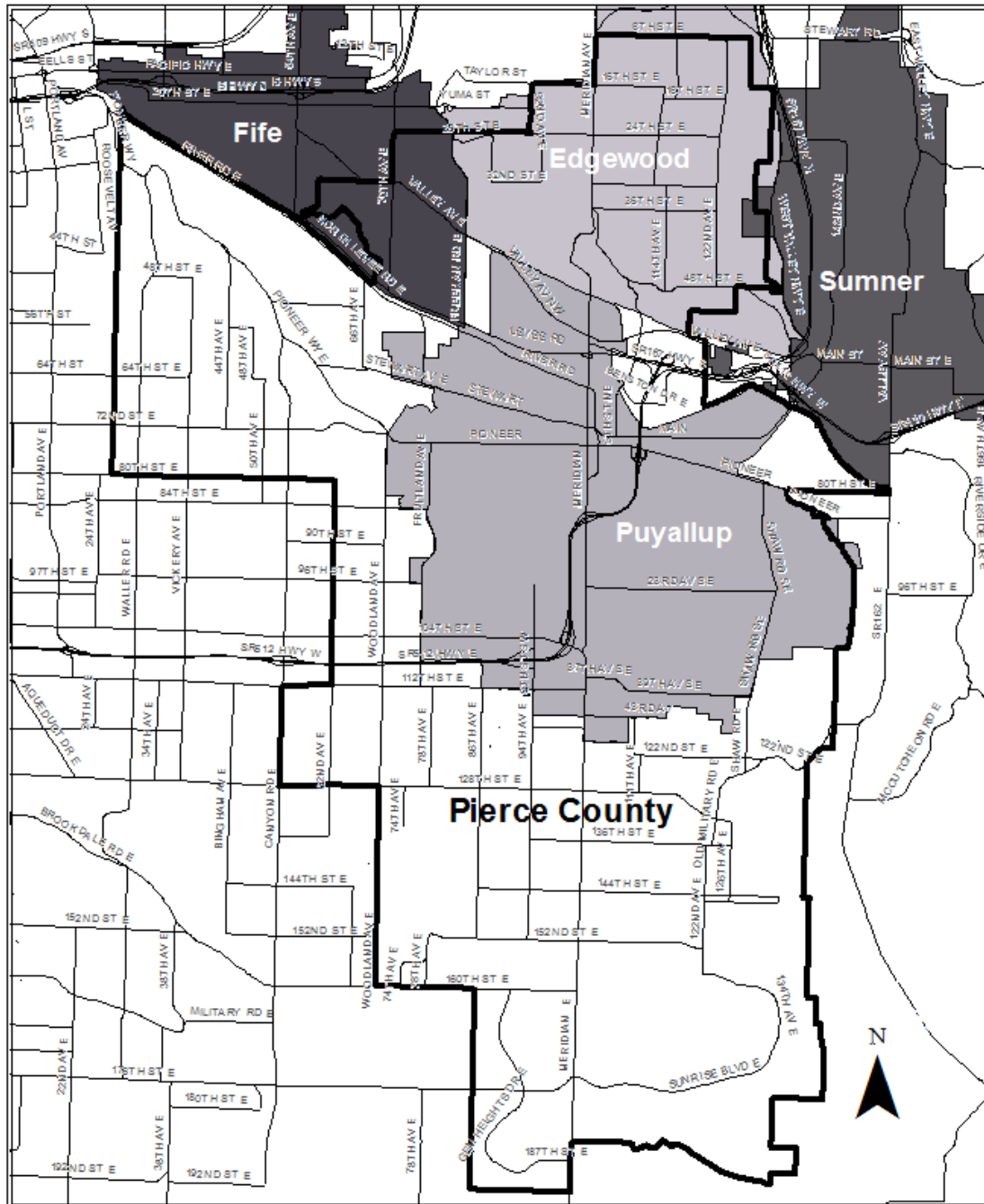
¹ Student enrollment number includes Chief Leschi, Running Start and Puyallup Online Academy students



Map 1 - Puyallup School District Service Area

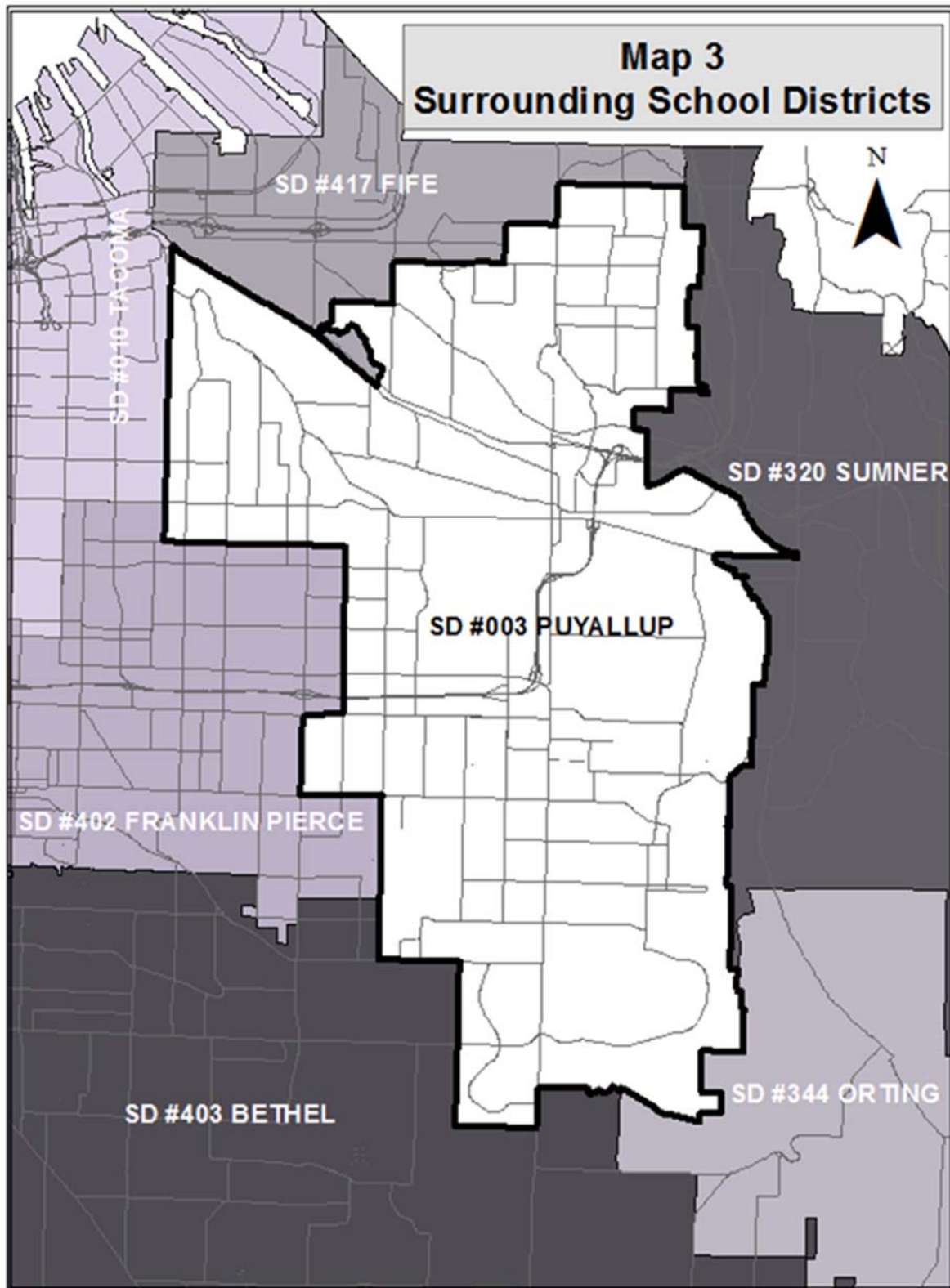


Map 2 - Cities in Puyallup School District



The following municipalities are located within the Puyallup School District service area: Edgewood, Fife, Puyallup, Sumner and unincorporated Pierce County. All municipalities, with the exception of the City of Sumner, have an interlocal agreement with the Puyallup School District to assess school impact fees, as provided for by state GMA.





The following six school districts share a common border with the Puyallup SD: Bethel, Fife, Franklin Pierce, Orting, Sumner, and Tacoma.



Emerging Issues

Interim Housing Plan

School enrollment, district-wide at the elementary level, has experienced significant increases over the past three years. From October 2012 to October 2015, the district realized a combined three-year increase of 1,007 K-6 students in Puyallup schools. That increase represents a 9.8% increase from the October 2012 elementary enrollment of 10,290 students. Combined with the district-wide implementation of Full Day Kindergarten in the 2014-15 school year, a related topic highlighted below in this section, the district is experiencing unprecedented demand of elementary school classroom and support spaces.

While the district has handled this growth primarily through the addition of temporary classrooms (“portables”), a few of the most overcrowded sites do not have the site capacity to add more portables, or the district has determined that adding more portables to a site would not be in the best interests for the student learning environment as a whole.

Furthermore, the district is expecting to gain an additional 1,120 elementary students over the next five year period. With little to no available space at the elementary level to accommodate the projected growth, the district is facing a student housing crisis. On February 23, 2015, following a series of community forums throughout the district, the Puyallup School Board (the “Board”) voted unanimously in support of an interim housing plan to relocate sixth grade students and staff to a corresponding junior high campus. On February 1, 2016, the Board reviewed and approved an update to the student housing plan. The [current plan](#) to temporarily relocate sixth-grade students is below in increasing order, by school year:

2015-16 school year

- Move Zeiger Elementary sixth graders to Ballou Junior High School. *(Completed)*

2016-17 school year

- Move Brouillet Elementary sixth graders to Stahl Junior High. *(shared campus)*

2017-18 school year

- Move Woodland Elementary sixth graders to Aylen Junior High.
- Move Sunrise Elementary sixth graders to Ferrucci Junior High.
- Move Shaw Road Elementary sixth graders to Ferrucci Junior High.
- Move Edgerton Elementary sixth graders to Glacier View Junior High.
- Move Northwood Elementary sixth graders to Edgemont Junior High.
- Move Mt. View Elementary sixth graders to Edgemont Junior High.
- Consider moving Fruitland Elementary sixth graders to Aylen Junior High.

The Board will reevaluate the plan in the 2016-17 school year and in the subsequent years. The interim plan will be utilized until such time that all sixth-grade students have returned to their elementary building or other plan has been given by the Board. It is likely that the interim student housing plan will be in effect until growth projects included in the 2015 Bond Program have been completed.



Full-Day Kindergarten

On January 5, 2012, the State Supreme Court's decision in the *McCleary v. Washington* case ruled that the state is not complying with its constitutional duty to "make ample provision for the basic education of all children in Washington." Part of the reforms mandated by the high court is for the state to fully fund full-day kindergarten ("FDK") throughout the state by 2018.

Beginning in the 2013-14 school year, the district received state funding to begin FDK at Spinning, Stewart, and Firgrove elementary schools. On March 3, 2014, the school board approved the expansion of FDK from three state funded elementary schools to all elementary schools beginning in the 2014-15 school year. District funding will be used to support this programmatic change until full funding from the state becomes available.

The implementation of FDK district-wide has had a significant impact on the capacity of the District's elementary school buildings. The number of classrooms utilized districtwide for kindergarten doubled from 35 (2012-13) classrooms compared to 70 (2014-15) classrooms. While nine of the 35 classrooms added are attributed to student enrollment growth at the kindergarten level in the two-year time period, the point is made clear implementation of FDK effectively reduced the capacity at each elementary building.

The calculation of student capacity at the elementary level has been modified in this plan update to reflect the impacts to programmatic changes such as FDK.

Passage of the November 2015 Bond Program

As part of the November 3, 2015 General Election, voters approved a \$292.5 million bond with a 69% approval to allow the district to replace Firgrove, Northwood, and Sunrise elementary schools, remodel and expand Pope Elementary, and build a new elementary school on undeveloped district-owned property on 144th St E near 80th Ave E, west of Meridian on South Hill. The bond program also includes the refinancing of approximately \$34 million of the six-year School Facilities Improvements and Technology Upgrades Levy approved by voters in February 2014.

Passage of the 2015 Bond Program is conservatively estimated to increase tax rates by 2 cents per \$1000 of assessed property valuation over the 21 year period of the bond. For the owner of a home valued at \$250,000, for example, will pay about \$5 more per year in taxes levied by the district.

More information on the November 2015 Bond Program is included under [Section VII – CAPITAL IMPROVEMENT PLAN](#).

K-3 Class Size Reduction

Class size reductions for primary grade levels have been a topic in the forefront with the state legislature in its attempt to meet its paramount duty to provide "ample" funding for basic education, as clarified by the widely-known State Supreme Court "McCleary" decision on public



education funding reform (2012), together with historic legislative bills ESHB 2261 (2009) and SHB 2776 (2010).

To meet this paramount duty, the state legislature approved the 2015-2017 biennium operating budget that includes funding to reduce class size levels from Kindergarten through 3rd grade. A summary of the current funding targets are summarized below²:

	Pre 2015-17 Budget Funding Level	Current Funding Level
Kindergarten	25.23	19.0
1 st grade	25.23	21.0
2 nd grade	25.23	22.0
3 rd grade	25.23	22.0

While the current class size funding levels fail to meet the prescribed levels in SHB 2276 of “no more than 17 full-time equivalent students per teacher beginning in the 2017-18 school year” for K-3rd grade classes, the additional funding to lower class sizes has already had an impact on elementary school building capacities, similar to the impact felt by implementing Full Day Kindergarten district-wide. In fact, the lack of available classrooms resulted in the district deferring state funding for an additional 10 teachers at the K-3 level. In the short term, it is likely that the district’s lack of physical space will result in the district’s inability to take advantage of the full funding available, compared to its total funding eligibility, as calculated by the state.

To mitigate against the lack of needed space to implement K-3 class size reduction and all-day kindergarten goals across the state, the 2015 Legislature provided \$200 million in competitive grant capital funds to help school districts construct new classrooms, as prescribed in SSB 6080. The district made application under the [K-3 Class Size Reduction Construction Grant Program](#) in the 2015-16 school year to construct an additional 40 classrooms.

In June 2016, grant awards were made to 21 school districts. Puyallup did not make the funding cut, however, future grant opportunities are expected and the district plans to pursue such dollars at the appropriate time. In the meantime, the district is moving forward with an \$8.9 million project to construct a [12-classroom addition at Shaw Road Elementary](#) to help achieve K-3 class size reduction targets. The classroom addition is planned to open for the 2017-18 school year. The existing six portable classrooms at Shaw Road will be relocated to other elementary sites in the summer of 2017 with the same objective of providing additional classroom capacity for reducing K-3 class sizes. Site recipients have not been determined at this time.

Future updates to this plan will track progress at the state and local level related to funding for class size reduction.

² The class size funding displayed is for general education only. Lower class level funding was approved for high poverty schools (>50% Free/Reduced Price lunch student population)



Deferral of School Impact Fees (ESB 5923)

The 2016 legislature passed [Engrossed Senate Bill 5923](#) that mandates all counties, cities and towns that collect impact fees from applicants for all single-family detached and attached residential building permits implement a deferral system by September 1, 2016. The deferral is optional and an applicant seeking deferral must grant and record a lien against the property in favor of the local jurisdiction. The term of an impact fee deferral may not exceed 18 months from the date of issuance of the building permit. If fees are not paid, the local jurisdiction may institute foreclosure proceedings to recover unpaid fees.

It is uncertain to what extent applicants will exercise the deferral option, and as a result, impact the revenue derived from school impacts fees. District staff will work together closely with corresponding county and city staff over the next several years to track the deferral activity and ensure payment is made under the prescribed terms of state law.

Larger Planned Elementary Building Projects

The prototype elementary building constructed as part of the 2004 bond program, including the new construction projects for Carson and Edgerton elementary, are based on a district-wide education specification that included four classrooms per grade level.

On April 20, 2015, the Puyallup School Board unanimously agreed to place a \$292.5 million bond measure on the November 3, 2015 General Election ballot that include two elementary school projects that will be sized to accommodate six classrooms per grade level. These two projects are the remodel of Pope Elementary and the construction of the new elementary school (#25).

The decision to increase the building capacity of new elementary building projects will create a wide range of programmatic opportunities for students and provide higher efficiencies in the delivery of the educational model adopted by the district. It also has significant impacts to the long range facilities plans to the district. For example, the proposed new elementary building (#24) on district-owned property next to Emerald Ridge High School/Glacier View Junior High was previously planned for construction in the four to eight year time frame within the Citizens Facilities Advisory Committee report. In light of the larger school capacity proposed for Pope Elementary, a neighboring school to the future new elementary site, the school may not be needed to accommodate growth until the 12-year time frame based on current projections.



III. Inventory of School and Support Facilities and other District Property

The Puyallup School District maintains over two million square feet of building space and owns over six hundred acres of property. The following tables provide a summary of:

- Inventory of Current School Facilities
- Inventory of Specialized Instruction and Support Facilities
- Inventory of Undeveloped and Underdeveloped Property

TABLE 1 - Inventory of Current School Facilities			
Name	City / County Jurisdiction	Address	*Program Capacity
Elementary			
Brouillet	Pierce County	17207 94th Ave E, Puyallup 98375	469
Carson	Pierce County	8615 184th St E, Puyallup 98375	720
Edgerton	Pierce County	16528 127th Ave Ct E, Puyallup 98374	648
Firgrove	Pierce County	1398 Meridian South, Puyallup 98373	436
Fruitland	City of Puyallup	1515 S. Fruitland, Puyallup 98371	460
Hunt	Pierce County	12801 144th St E, Puyallup 98374	484
Karshner	City of Puyallup	1328 8th Ave NW, Puyallup 98371	240
Maplewood	City of Puyallup	1110 West Pioneer, Puyallup 98371	288
Meeker	City of Puyallup	409 5th St SW, Puyallup 98371	388
Mountain View	City of Edgewood	3411 119th Ave E, Edgewood 98372	264
Northwood	City of Edgewood	9805 24th St E, Edgewood 98371	264
Pope	Pierce County	15102 122nd Ave E, Puyallup 98374	444
Ridgecrest	Pierce County	12616 Shaw Rd E, Puyallup 98374	446
Shaw Road	City of Puyallup	1106 Shaw Rd, Puyallup 98372	470
Spinning	City of Puyallup	1306 E. Pioneer, Puyallup 98372	340
Stewart	City of Puyallup	426 4th Ave NE, Puyallup 98372	324
Sunrise	City of Puyallup	2323 39th Ave SE, Puyallup 98374	444
Waller Road	Pierce County	6312 Waller Rd, Tacoma 98443	216
Wildwood	City of Puyallup	1601 26th Ave SE, Puyallup 98374	394
Woodland	Pierce County	7707 112th St E, Puyallup 98373	492
Zeiger	Pierce County	13008 94th Ave E, Puyallup 98373	481
Junior High			
Aylen	City of Puyallup	101 15th St SW, Puyallup 98371	832
Ballou	Pierce County	9916 136th St E, Puyallup 98373	779
Edgemont	City of Edgewood	2300 110th Ave E, Edgewood 98372	608
Ferrucci	City of Puyallup	3213 Wildwood Park Dr, Puyallup 98374	793
Glacier View	Pierce County	12807 184th St E, Puyallup 98374	857
Kalles	City of Puyallup	501 7th Ave SE, Puyallup 98372	843
Stahl	Pierce County	9610 168th St E, Puyallup 98375	778
High School			
Emerald Ridge	Pierce County	12405 184th St E, Puyallup 98374	1,297
Puyallup	City of Puyallup	105 7th St SW, Puyallup 98371	1,420
Rogers	Pierce County	12801 86th Ave E, Puyallup 98373	1,433
Walker (9th-12th)	Pierce County	5715 Milwaukee Ave E, Puyallup 98372	61
<i>* Permanent capacity is based upon District capacity standards described herein. Portable classrooms are excluded from capacity calculation.</i>			



TABLE 2 - Inventory of Specialized Instruction and Support Facilities			
Name	City / County Jurisdiction	Address	Ownership
Specialized Instruction			
Digital Learning and Parent Partnership	City of Puyallup	716 South Hill Park Dr, Suite B, Puyallup 98373	Leased
Advance Program	City of Puyallup	1416 E. Main, Suite E, Puyallup 98372	Leased
Summit at Sparks	City of Puyallup	615 7th Ave SW, Puyallup 98371	Own
Karshner Museum and Center for Culture & Arts	City of Puyallup	309 4th St NE, Puyallup 98372	Own
Sparks Stadium	City of Puyallup	601 7th Ave SW, Puyallup 98371	Own
Support Facilities			
Business Services ("109")	City of Puyallup	109 East Pioneer, Puyallup 98372	Own
Education Service Center ("ESC")	City of Puyallup	302 2nd St SE, Puyallup 98372	Own
Facilities & Transportation	City of Puyallup	323 12th St NW, Puyallup 98371	Own
Print Shop	City of Puyallup	211 10th St SE, Puyallup 98372	Leased
South Hill Support Center	City of Puyallup	1501 39th Ave SW, Puyallup 98373	Own
Special Services	City of Puyallup	214 W. Main, Puyallup 98371	Own
Instructional Materials Processing Center ("IMPC")	City of Edgewood	2110 Ave E, Edgewood 98372	Own
Leased Property			
ReLife School (formerly Riverside Elementary)	Pierce County	5515 44th St E, Puyallup 98371	Own
<i>* see Appendix iii for a list of support services located at the South Hill Support Center.</i>			

TABLE 3 - Inventory of Undeveloped and Underdeveloped Property			
Name	City / County Jurisdiction	Location	Approx. Acreage
Elementary 24 site	Pierce County	124XX 180th St E, Puyallup 98374	22
Elementary 25 site	Pierce County	7911 144th St E, Puyallup 98373	17
Firwood site	City of Fife	44XX Freeman Rd, Puyallup 98371	5.4
Former Hilltop Elementary site	City of Edgewood	2110 Ave E, Edgewood 98372	9
"Heritage" site	Pierce County	133XX 94th Ave E, Puyallup 98373	8.8
"Lidford" site	Pierce County	60XX 44th Ave E, Tacoma 98443	1.1
"Masters" site	Pierce County	16907 110th Ave E, Puyallup 98374	14.1
"Penn" site	Pierce County	12917 144th St E, Puyallup 98374	4
Warehouse site (39th Ave SW frontage)	City of Puyallup	1509 39th Ave SW, Puyallup 98373	6
"Worm Farm" site	City of Puyallup	25XX 17th St SW, Puyallup 98373	9.6

The school facilities in the Puyallup School District are comprised of properties and buildings that range in size from the 2.7 acre property at Meeker Elementary up to the 55 acre site for Emerald Ridge High School. The building sizes range, using permanent square feet as a metric, from Walker High School with approximately 8,500 square feet up to Puyallup High School with more than 233,000 square feet.



TABLE 4 - School Building Square Feet and Site Acreage				
Name	Site Size (Acres)	Permanent Square Feet	Number of Portable Classrooms	Portable Square Feet
Elementary				
Brouillet	10.2	46,698	8	6,976
Carson	15	71,734	7	6,176
Edgerton	12	71,734	3	2,592
Firgrove	10	51,492	11	9,632
Fruitland	11	47,200	4	3,488
Hunt	15.9	46,698	10	8,640
Karshner	7	31,445	5	4,320
Maplewood ³	5.5	43,621	5	4,416
Meeker	2.7	39,415	2	1,792
Mountain View	10	28,862	3	2,592
Northwood	20	29,214	6	5,248
Pope	9.6	42,228	9	7,776
Ridgecrest	7.3	42,228	5	4,384
Shaw Road	14.2	46,731	6	5,248
Spinning	4.5	37,287	3	2,624
Stewart	3.6	43,728	1	864
Sunrise	9.4	46,432	3	2,544
Waller Road	6.8	31,241	5	4,320
Wildwood	10	45,565	7	6,048
Woodland	9.8	46,731	8	7,072
Zeiger ^{1,3}	11.7	47,066	12	10,528
Elementary subtotal	206.2	937,350	123	107,280
Junior High				
Aylen	17.7	100,597	0	0
Ballou ⁴	30	89,094	13	11,024
Edgemont ²	23.8	78,569	0	0
Ferrucci	21.4	88,104	12	10,432
Glacier View	21	102,299	4	3,584
Kalles	16	100,597	5	4,320
Stahl ⁵	29.8	92,522	13	11,232
Junior High subtotal	159.7	651,782	47	40,592
High School				
Emerald Ridge	55	203,119	13	11,488
Puyallup	13.8	233,531	13	11,264
Rogers ¹	35	206,505	16	14,040
Walker ⁶	3.4	8,543	13	11,310
High School subtotal	107.2	651,698	55	48,102
K-12 Total	473.1	2,240,830	225	195,974
¹ Located on a 77-acre campus that includes the Heritage Recreation Center.				
² Includes the 9.1-acre former Hilltop Elementary parcel to the north of EJH.				
³ Excludes YMCA & Pierce County ECEAP portables.				
⁴ Four portable classrooms occupied by sixth grade from Zeiger Elementary.				
⁵ Four portable classrooms to be occupied by sixth grade from Brouillet Elementary beginning in the 2016-17 school year.				
⁶ Portable classroom count includes two double portables for Summit Program located at Sparks Stadium.				



IV. Identification of Level of Service for Capital Facilities Planning

Level-of-service (LOS) standards may be defined as measures of the minimum amount of a public facility which must be provided to meet the community's basic needs and expectations. For a school district specifically, it is an adopted measure that is used to ascertain its overall student capacity of a school building.

In recent history, the Puyallup School District has used a square footage per student calculation as the adopted LOS standard which is a common metric used in educational state funding formulas. However, the continued focus in our state about class size has provided a new capacity currency which is more applicable and intuitive for current and future discussion.

Level-of-Service for Elementary Students

The Puyallup School District is evaluating how to maximize the use of state funding available for reducing class sizes, specifically at the K-3 grade level, within the limited space available of the current facilities. To establish an elementary-wide Level-of-Service ("LOS"), this plan averages class size targets from two primary sources. For Kindergarten through 3rd grade, class size targets for class size reduction identified in district's 2016-17 budget are used. For fourth through sixth grade, class size targets in the current PEA/PSD collective bargaining agreement are utilized. A summary of these class size targets are found below:

<u>Grade Level</u>	<u>Class Size Target</u>
Kindergarten	19
1 st grade	21
2 nd grade	22
3 rd grade	22
4 th grade	26
5 th grade	28
6 th grade	28

Note: These class size targets represent general education only. Other targets are used for high poverty and special programs.

The adopted elementary LOS is 24 students per general education teaching station.

Level-of-Service for Secondary Students

The Level-of-Service at the secondary level is based upon the current PEA/PSD collective bargaining agreement. The class size target within the agreement is consistent for all grade levels (7-12).

The adopted secondary LOS is 30 students per general education teaching station.



Program Capacity Model

The Program Capacity model calculates student capacity first by identifying the number of teaching stations provided in the school building. A teaching station can be a classroom or other instructional area, for example the gymnasium for a PE teacher. The number of teaching stations is then multiplied by the adopted LOS to provide the Teaching Station Capacity.

The Teaching Station Capacity is then compared with the number of Special Education and Core Programs within the building. Special Education and Core Programs are identified specifically because they do not support the adopted LOS for general education teaching stations. For example, a special education classroom may provide a reduced Teaching Station Capacity (i.e. Support Centers) or no provide no additional capacity to the building (i.e. pull out programs such as Resource or Music at the elementary level). The number and type of Special Education and Core Programs vary from building to building and may change annually or possibly in the course of the school year. For that purpose, an annual review of educational programs within each school will be completed in following plan updates that may adjust the Program Capacity of the building in any given year.

The Current Capacity of the school building is then calculated by subtracting the Program Capacity from the school year enrollment. A negative number in parenthesis represents that the building is overcrowded by that number of students. A positive number indicates the building still has the identified number of student capacity in the permanent building. The number of portable teaching stations, with its related capacity, is shows for informational purposes but not used to calculate

Starting in school year 1999-2000, the Puyallup School District made a determination not to use the portable classrooms as part of the "level of service capacity". This is consistent with other school districts in the State of Washington and with the Office of the Superintendent of Public Instruction. The District does not consider portables as being adequate long-term instructional space for students and/or staff members. By design, portable classrooms separate their occupants from the rest of a school's student body and/or staff members. In addition, the increased enrollment that portables afford a school serve to tax the "core" facilities of the permanent building(s); such spaces as the gymnasium, the library, the restrooms, the main office and the food service facilities.

It is not possible to achieve 100% utilization of teaching stations at the secondary level because of the conflicts for student programs and the need for specialized rooms for certain programs and the need for teachers to have a work space during their planning periods. Based upon the common model that provides a planning period for each teaching station during a six period day, this plan assumes a Utilization Factor of 83% (5/6) that is factored into the Program Capacity at the junior high and high school level.



TABLE 5 - Elementary School Capacity Summary										
Elementary School	# of Teaching Stations	Teaching Station Capacity	Sp. Ed. & Core Programs	Sp. Ed. & Core Programs Capacity	*Program Capacity	**2015-16 Enrollment	Current Capacity Surplus / Deficit	# of Portable Teaching Stations	# of Portable Teaching Station Capacity	***Sp. Ed. & Core Programs with Building Capacity Impacts
Brouillet	24	576	6	(107)	469	718	(249)	8	192	Music(2), Resource, Support Center(2), EXCEL
Carson	34	816	4	(96)	720	956	(236)	7	168	Resource, Music, ELL/LAP, PreK
Edgerton	34	816	8	(168)	648	734	(86)	3	72	Resource, Music(2), PreK(2), WRAP(2), Comp.Lab
Firgrove	26	624	9	(188)	436	587	(151)	11	264	Resource, Music(2), Comp.Lab, ELL, Title/LAP, Support Center(2), PreK
Fruitland	24	576	6	(116)	460	626	(166)	4	96	Resource, Music(2), LAP/Comp.Lab, Support Center(2),
Hunt	24	576	5	(92)	484	636	(152)	10	240	Resource, Music(2), Support Center(2)
Karshner	15	360	5	(120)	240	302	(62)	5	120	Resource, Music, PreK(2), LAP/Title
Maplewood	17	408	5	(120)	288	405	(117)	5	120	Resource, Music, PreK(2), Comp.Lab
Meeker	18	432	3	(44)	388	452	(64)	2	48	Support Center(2), Music
Mountain View	14	336	3	(72)	264	320	(56)	3	72	Music, Resource, Comp.Lab
Northwood	13	312	2	(48)	264	382	(118)	6	144	Music, Resource
Pope	23	552	5	(108)	444	571	(127)	9	216	KITE, Resource, Music(2), Comp.Lab
Ridgecrest	23	552	6	(106)	446	583	(137)	5	120	Music(2), Dev.K, Support Center(2), Resource/Comp.Lab
Shaw Road	24	576	6	(106)	470	635	(165)	6	144	Music(2), Dev.K, Support Center(2), Resource/LAP
Spinning	16	384	3	(44)	340	317	23	3	72	Music, Support Center(2)
Stewart	18	432	5	(108)	324	328	(4)	1	24	WRAP, PreK(2), Resource, Title 1/LAP
Sunrise	24	576	6	(132)	444	496	(52)	3	72	PreK(2), KITE, Resource, Music(2)
Waller Road	12	288	3	(72)	216	307	(91)	5	120	Title 1/LAP, Comp.Lab, Music
Wildwood	22	528	6	(134)	394	449	(55)	7	168	Dev.K, PreK(2), Resource, Title 1, Music
Woodland	25	600	5	(108)	492	702	(210)	8	192	KITE, Resource, Music(2), Title 1/ELL
Zeiger	25	600	6	(119)	481	688	(207)	12	288	Music(2), Resource, DHH(3)
Totals	455	10,920	107	(2,208)	8,712	11,194	(2,482)	123	2,952	
*Program Capacity includes 100% classroom utilization rate at the elementary level.										
**Based on October P223 Headcount. Excludes PreSchool students.										
***Libraries and PE teaching stations are excluded from the Teaching Station and Core Program analysis at the elementary level.										



TABLE 6 - Secondary School Capacity Summary

Secondary School	# of Teaching Stations	Teaching Station Capacity	Sp. Ed. & Core Programs	Sp. Ed. & Core Programs Capacity	Net Classroom Capacity	*Program Capacity	**2015-16 Enrollment	Current Capacity Surplus / Deficit	# of Portable Teaching Stations	# of Portable Teaching Station Capacity	Sp. Ed. & Core Programs with Building Capacity Impacts
Junior High											
Aylen	36	1,080	4	(78)	1,002	832	649	183	0	0	Support Center, Resource(2), ELL
Ballou	34	1,020	5	(82)	938	779	842	(63)	13	390	Support Center(2), DHH, Resource(2)
Edgemont	27	810	4	(78)	732	608	450	158	0	0	WRAP, Resource(2), Digttools(2 days/week)
Ferrucci	34	1,020	4	(65)	955	793	706	87	12	360	KITE, Resource, Support Center(2)
Glacier View	36	1,080	3	(48)	1,032	857	808	49	4	120	Support Center, Resource(2)
Kalles	36	1,080	4	(64)	1,016	843	888	(45)	5	150	Resource(2), Support Center(2)
Stahl	34	1,020	5	(83)	937	778	859	(81)	13	390	KITE, Resource(2), EXCEL(2)
JH Totals	237	7,110	29	(498)	6,612	5,488	5,202	286	47	1,410	
High School											
Emerald Ridge	57	1,710	9	(147)	1,563	1,297	1,441	(144)	13	390	Resource(4), EXCEL(2), Support Center(2), KITE
Puyallup	63	1,890	11	(179)	1,711	1,420	1,695	(275)	13	390	Support Center(4), KITE, Resource(5), Gateway
Rogers	63	1,890	10	(163)	1,727	1,433	1,735	(302)	16	480	Support Center(3), DHH, KITE, WRAP, Resource(4)
Walker	3	90	1	(16)	74	61	142	(81)	13	390	Resource
HS Totals	186	5,580	31	(505)	5,075	4,212	5,013	(801)	55	1,650	
*Program Capacity includes an 83% classroom utilization rate at the secondary level.											
**Based on October P223 Headcount. Excludes Full-time Running Start students.											

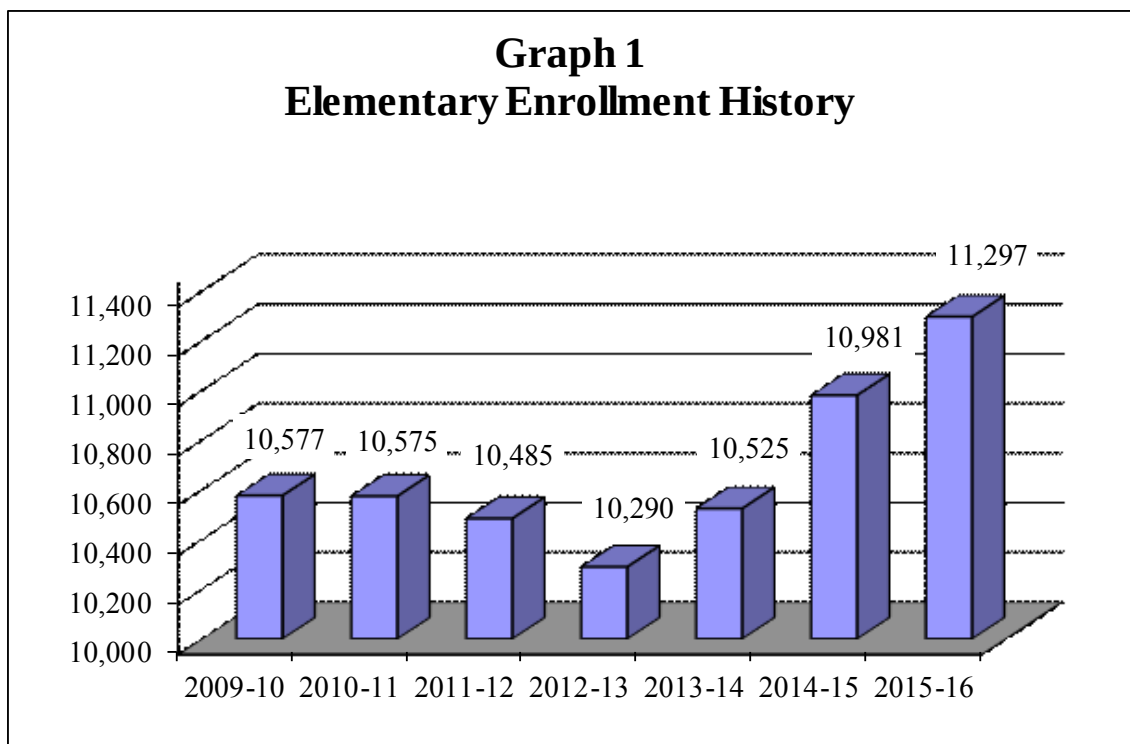
V. Enrollment History and Projections

In this section, the plan will examine (a) the District's student enrollment history over the past six school years, (b) the District's 2015-2016 enrollment figures by grade, and (c) most importantly, the District's enrollment projections through the 2021-2022 school year. For reporting past and present enrollment information, this plan utilizes October headcount enrollment information. For enrollment projections, the October Medium Growth projections are used from the *Puyallup School District Trends & Projections* final report dated January 2016 prepared by Dr. Les Kendrick. Chief Leschi and full-time Running Start students have been excluded from the enrollment figures presented in this document.

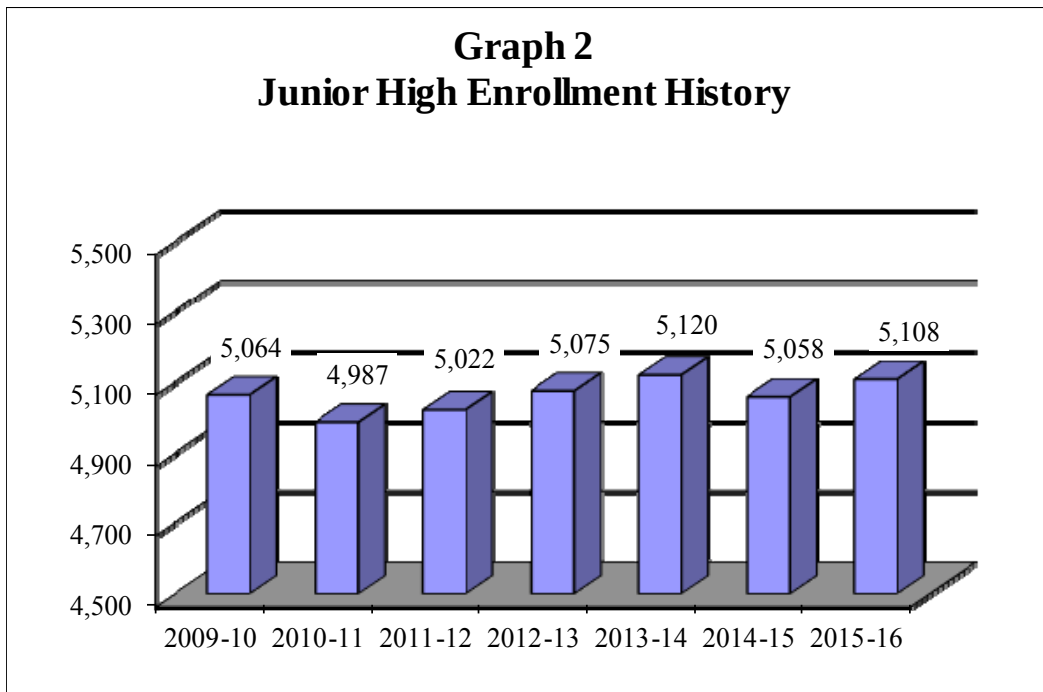
A series of graphs have been employed to more effectively display Puyallup's enrollment data over this time period.

Enrollment History

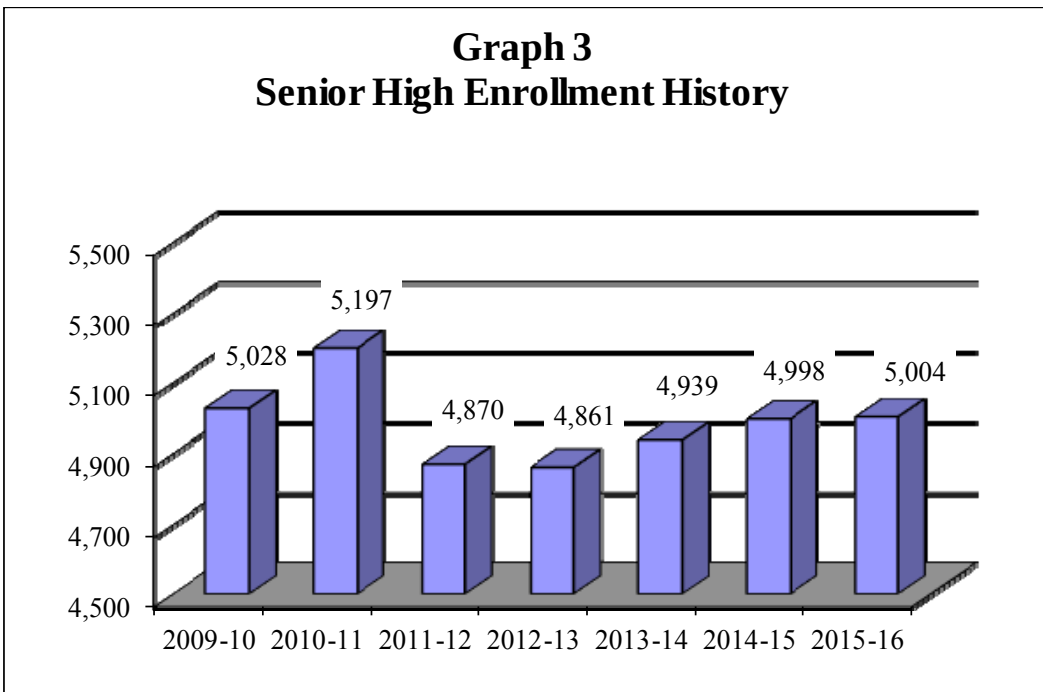
Graph 1 shows the recent enrollment history at the elementary level. Enrollment steadily decreased since from 2009-10 and hit a low point during the 2012-13 school year. However, numbers have increased significantly over the past three years and reached an all-time high of 11,297 K-6 students in 2015-16.



Graph 2 shows recent enrollment history at the junior high level. Enrollment has primarily held steady at the junior high level with only a forty-four student increase when comparing current enrollment figures from six years ago.

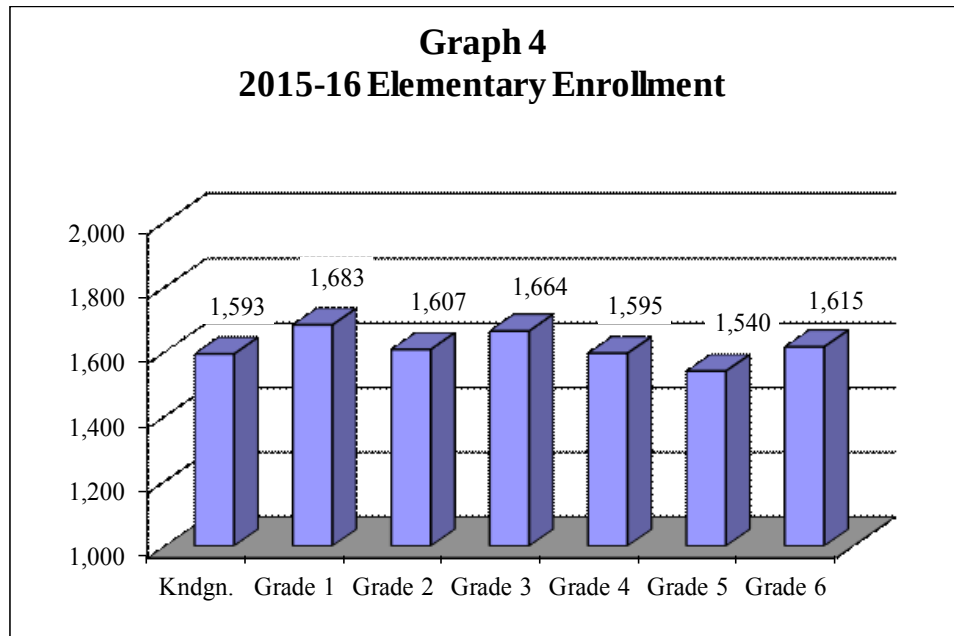


Graph 3 shows recent enrollment history at the high school level. The graph shows only a twenty-four student decrease when comparing current enrollment to that of six years ago.

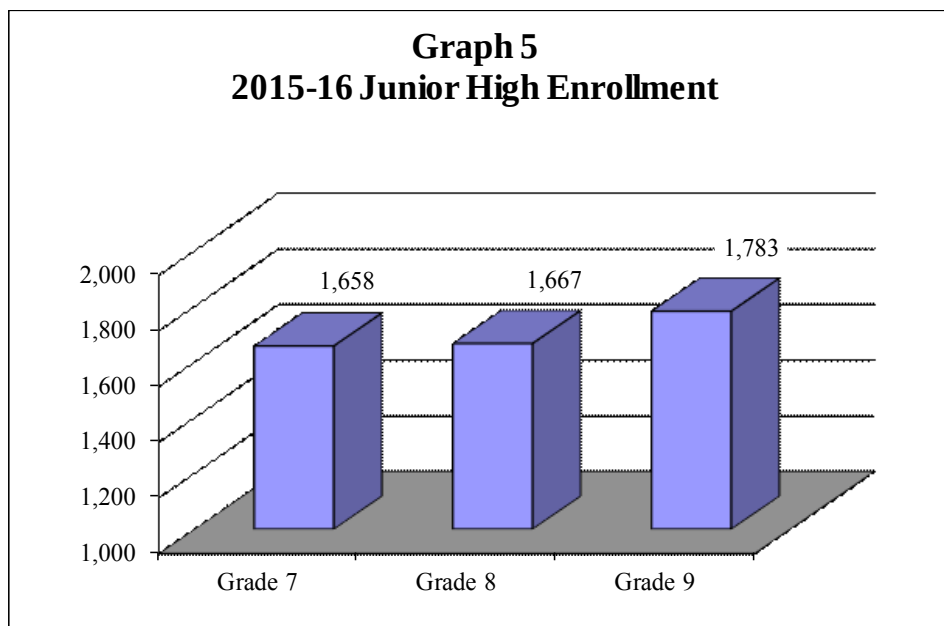


Current Enrollment

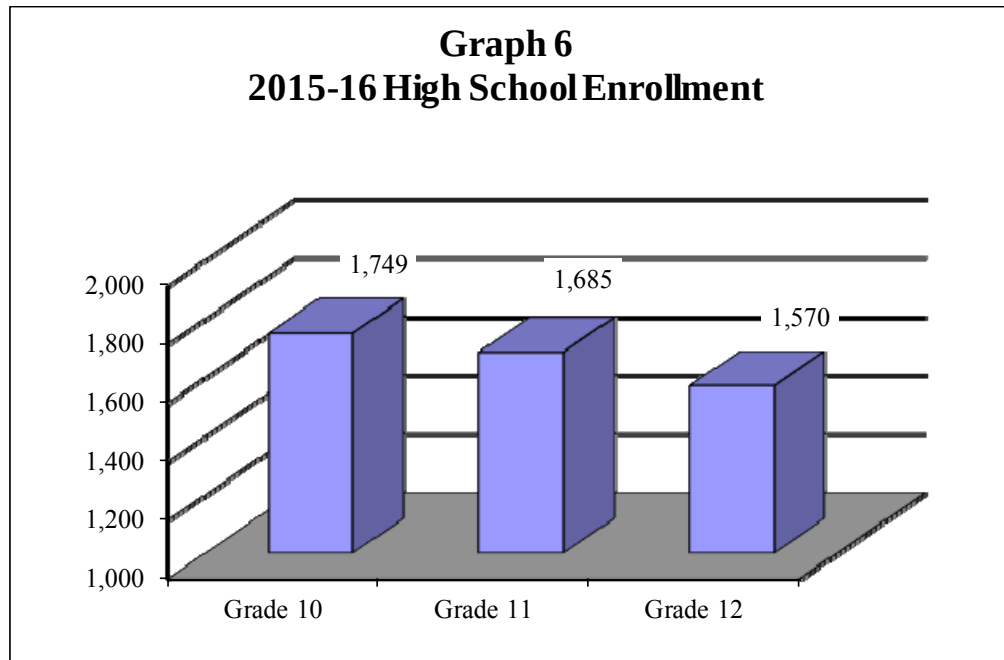
The Puyallup School District 2015-16 elementary enrollment totals 11,297 students. The largest grade level this year was in first grade, while the lowest was in fifth grade. The average enrollment K-6 is 1,614 students per grade.



The 2015-16 junior high enrollment totals 5,108 students. The largest grade level this year was in ninth grade, while the lowest was in seventh grade. The average enrollment in grades 7-9 is 1,703 students per grade.



The 2015-16 high school enrollment totals 5,004 students. The largest grade level this year was in tenth grade, while the lowest was in twelfth grade. The average enrollment in grades 10-12 is 1,668 students per grade.



Six Year Enrollment Projection

Projecting enrollment is a complex endeavor subject to considerable uncertainties. Since forecasting is largely based on the assumption that past trends predict future trends, the shorter the forecast the more likely it is that its underlying assumptions and predictions will be accurate. But as we have seen over the last several years, rates of residential development can change radically in a very short time as market conditions vary.

Student Generation Rates

The Puyallup School District has established its Student Generation Rates by examining a sampling of the District's newer single-family and multi-family developments. Periodically, the number of single-family homes and the number of multi-family homes are counted in those developments identified in the samples. Subsequently, using the District's Geographic Information System (GIS), the number of elementary, junior high and senior high students residing in the sample developments is established. The Student Generation Rates are calculated by dividing the number of students currently living in the homes and living units by the number of homes and living units.

Student Generation Rates are used to help predict the impact a new development will have on the District. For example, when a new single-family or multi-family development comes on line, the District's Student Generation Rates can be used to estimate the number of elementary, junior high, and senior high students that will come from said development. Accuracy in determining these rates is critical to long range planning by the District.

An estimate of the new students coming from a new development is one of the early measures of how that particular development will impact the school system. Once the impact is determined, then steps can be taken to help mitigate such impact. The District provides the Student Generation Rates information along with its data on current and planned residential construction to Dr. Les Kendrick annually in support of the *Puyallup School District Trends & Projections* report.



Puyallup School District - Student Generation Rates										
Table 7 - Single Family										
Description	Elementary Attendance Area	# of Units	# of K-6	# of JH	# of HS	Total Students	K-6 SGR	JH SGR	HS SGR	Total SGR
Arbors at Sunrise ¹	Edgerton	18	10	2	1	13	0.56	0.11	0.06	0.72
Brookfield Farms Ph. 2-4 ¹	Firgrove	190	54	24	20	98	0.28	0.13	0.11	0.52
Cassidy's Landing	Woodland	19	3	1	4	8	0.16	0.05	0.21	0.42
Crossroads	Hunt	168	96	22	26	144	0.57	0.13	0.15	0.86
Diane's Faithful Lane	Shaw Rd	13	8	1	7	16	0.62	0.08	0.54	1.23
Emerald Pointe at Sunrise ¹	Pope	125	44	18	25	87	0.35	0.14	0.20	0.70
Greenwood	Northwood	9	3	1	1	5	0.33	0.11	0.11	0.56
LaGrande Station	Meeker	94	31	14	11	56	0.33	0.15	0.12	0.60
Lancastle Estates	Zeiger	71	28	11	8	47	0.39	0.15	0.11	0.66
Lancastle II Div. II	Zeiger	59	33	12	13	58	0.56	0.20	0.22	0.98
Meridian Greens ¹	Firgrove	80	26	10	13	49	0.33	0.13	0.16	0.61
Navarro	Brouillet	98	63	25	18	106	0.64	0.26	0.18	1.08
Pioneer Place	Maplewood	10	2	0	1	3	0.20	0.00	0.10	0.30
Poplar Farms	Karshner	38	19	5	7	31	0.50	0.13	0.18	0.82
Puyallup Highlands ¹	Shaw Rd	248	105	28	29	162	0.42	0.11	0.12	0.65
Rainier Gem	Brouillet	45	22	11	13	46	0.49	0.24	0.29	1.02
Ridge at Glacier Creek Ph 2 ¹	Zeiger	50	21	9	8	38	0.42	0.18	0.16	0.76
Shawnee Ridge ¹	Ridgecrest	39	15	2	1	18	0.38	0.05	0.03	0.46
Simons Creek ¹	Northwood	16	5	1	0	6	0.31	0.06	0.00	0.38
South Ridge (SilverCreek Ph 18)	Carson	155	95	30	20	145	0.61	0.19	0.13	0.94
Southwood Estates II	Edgerton	85	49	27	19	95	0.58	0.32	0.22	1.12
Stewart Crossing ¹	Karshner	18	3	1	0	4	0.17	0.06	0.00	0.22
Valley Haven	Northwood	71	18	10	3	31	0.25	0.14	0.04	0.44
Villages at South Hill PH.1&2 ¹	Sunrise	147	35	10	15	60	0.24	0.07	0.10	0.41
Wohlford Addition ¹	Firgrove	15	8	4	0	12	0.53	0.27	0.00	0.80
Totals		1881	796	279	263	1338	0.423	0.148	0.140	0.711
Note: Data from all projects last updated in Fall 2015.										
¹ = residential development is partially built-out.										

Puyallup School District - Student Generation Rates												
Table 8 - Apartments/Multifamily												
Description	Unit Type	Address	Avg Bdrm per unit	# of Units	# of K-6	# of JH	# of HS	Total Students	K-6 SGR	JH SGR	HS SGR	Total SGR
Alicia Meadows	Townhome	10300-10500 140th St Ct	3.0	91	42	16	16	74	0.46	0.18	0.18	0.81
Blueberry Circle	Townhome	822 10th St SE	3.0	14	1	2	3	6	0.07	0.14	0.21	0.43
Emerald Pointe at Sunrise ¹	Townhome	17408 118th Ave Ct E		24	2	2	3	7	0.08	0.08	0.13	0.29
Linden Lane	Apartment	2505 E Main	2.0	254	24	5	9	38	0.09	0.02	0.04	0.15
River Trail	Apartment	1617 East Main	1.7	225	23	5	5	33	0.10	0.02	0.02	0.15
Riverside Park Ph. III	Apartment	2905 5th Ave NE	2.2	75	14	8	5	27	0.19	0.11	0.07	0.36
Sierra Crest	Condo	12415 172nd St E	2.4	100	4	1	9	14	0.04	0.01	0.09	0.14
Trio Condos	Condo	13200-13600 97th Ave E	1.8	216	14	6	17	37	0.06	0.03	0.08	0.17
Wynstone ¹	Townhome	5502 121st St Ct E		28	9	2	3	14	0.32	0.07	0.11	0.50
Totals				1027	133	47	70	250	0.130	0.046	0.068	0.243
¹ = residential development is partially built-out. All project data last updated in Fall 2015.												

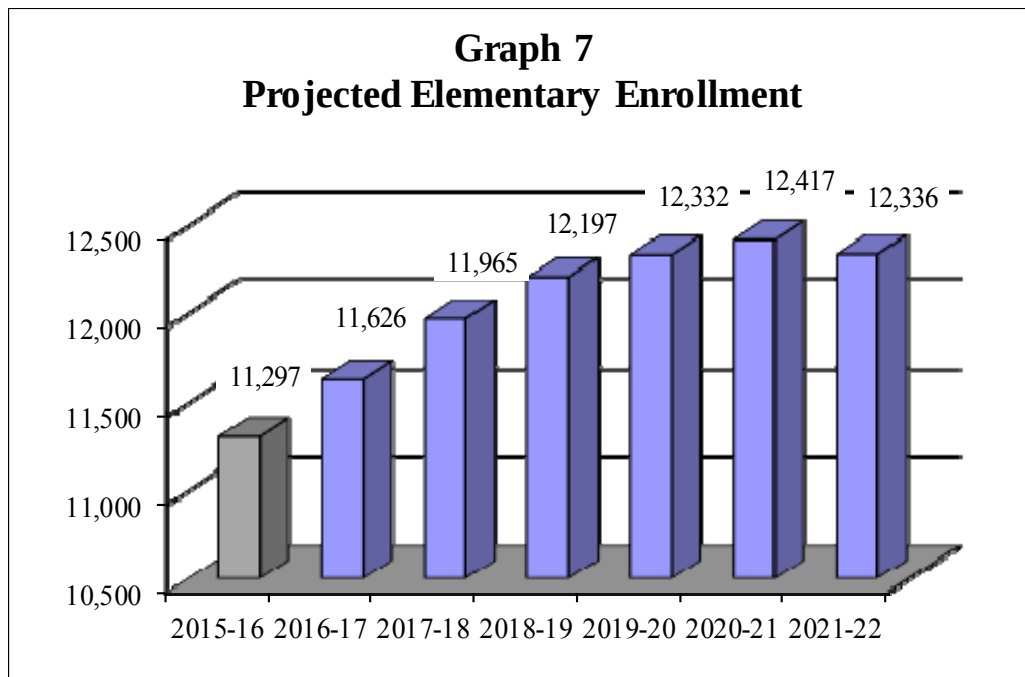


Enrollment Projections

Over the next six year period the District's elementary school enrollment is expected to increase from the current enrollment of 11,297 students to 12,336 students in the 2021-22 school year.

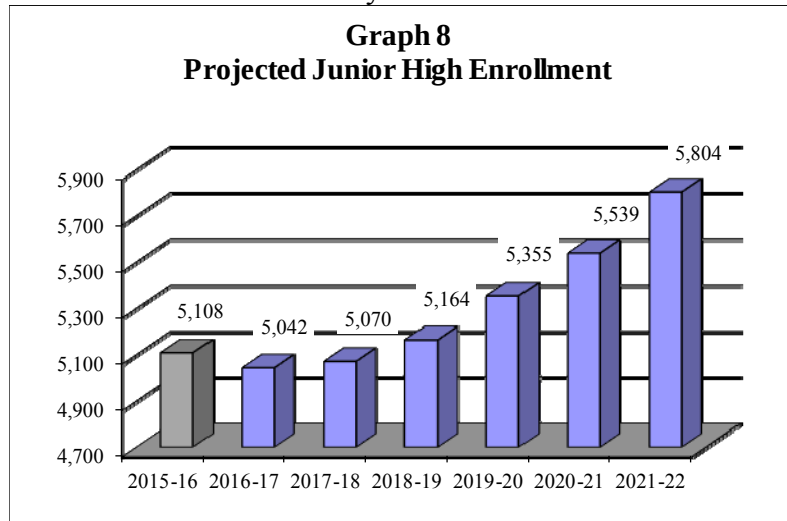
The projected increase of 1,039 elementary students represents a 9.2% increase.

On average, the elementary school enrollment is expected to increase approximately 173 elementary students each year through the 2021-22 school year. Graph 7 sets forth the projected elementary school enrollment data over the next six years.



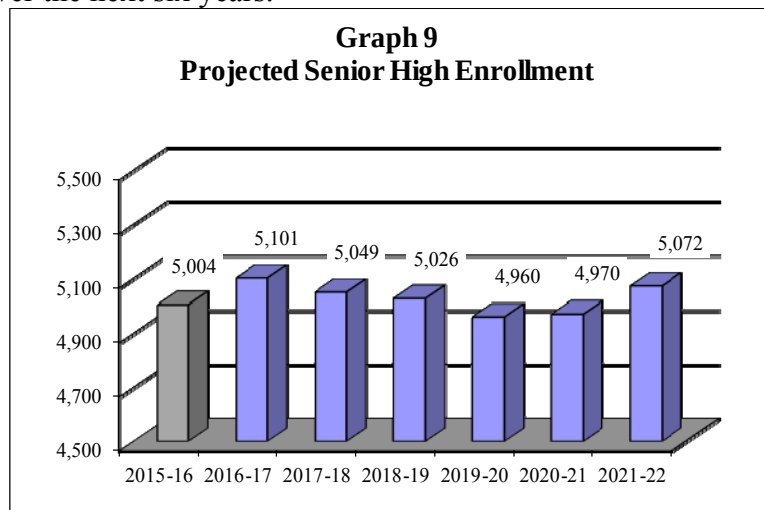
Over the next six year period the District's junior high school enrollment is expected to increase from the current enrollment of 5,108 students to 5,804 students in the 2021-22 school year. The projected increase of 696 junior high students represents a 13.6% increase.

On average, the junior high school enrollment is expected to increase approximately 116 junior high students each year through the 2021-22 school year. Graph 8 sets forth the projected junior high school enrollment data over the next six years.

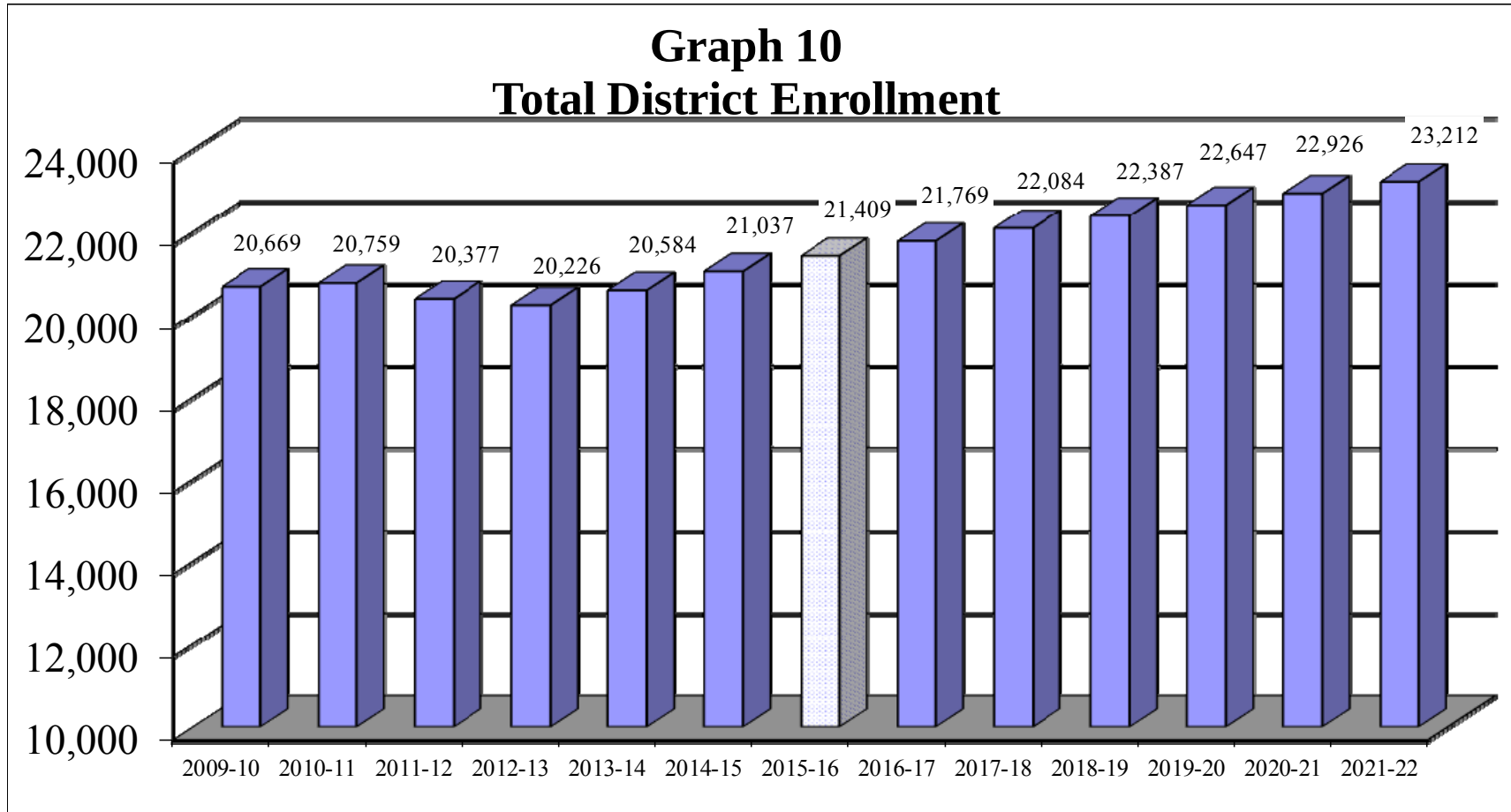


Over the next six year period the District's high school enrollment is expected to increase from the current enrollment of 5,004 students to 5,072 students in the 2021-22 school year. The projected increase of 68 high students represents a 1.4% increase.

On average, the high school enrollment is expected to increase approximately 11 high students each year through the 2021-22 school year. Graph 9 sets forth the projected high school enrollment data over the next six years.



Graph 10 sets forth the District's total enrollment data from the 2009-10 school year to the 2021-22 school year. Districtwide enrollment is projected to increase from 21,409 K-12 students in the 2015-16 school year to 23,212 K-12 students in the 2021-22 school year. This represents a projected increase of 1,803 students districtwide and an 8.4% annual average increase over the coming six-year period. In other words, the districtwide enrollment is expected to increase on average approximately 300 students each year through the 2021-22 school year.



VI. Forecast of Capital Facilities Needs

In the paragraphs to follow, we'll explore how the District's projected student enrollments over the next six years compared with the District's available permanent and portable space to house this projected number of students in the absence of any new construction. Specifically, based on the Level of Service (LOS) capacity calculations for each grade configuration (elementary/secondary), what space surplus or deficit is the District expecting to experience over the next six years, based on our enrollment projections over that same period of time.

Elementary Level

The District's future school space needs for the elementary level are shown in Table 9. The elementary enrollment projections show growth through the 2021-22 school year. Based on the Program Capacity calculations for elementary students, as shown in Table 5, the District presently has permanent capacity for 8,712 students at the elementary level.

The District is currently over capacity at the elementary level by 2,482 students (Table 5). The existing gap between student enrollment and capacity is expected to grow over time in the absence of additional permanent capacity constructed within the District.

Table 9			
Future School Space Needs			
Elementary Level			
School Year	Future Enrollment Projections (# of students)	Program Capacity¹ (# of students)	Projected Capacity Surplus/Deficit² (# of students)
2016-17	11,626	8,712	(2,914)
2017-18	11,965	8,712	(3,253)
2018-19	12,197	8,712	(3,485)
2019-20	12,332	8,712	(3,620)
2020-21	12,417	8,712	(3,705)
2021-22	12,336	8,712	(3,624)
¹ Current Program Capacity number calculated in Table 5. Includes permanent building area only.			
² Numbers in parenthesis represent a building capacity deficit.			



Junior High Level

The District's future school space needs for the junior high level are shown in Table 10. Enrollment projections show growth through the 2021-22 school year. Based on the Program Capacity calculations, as shown in Table 6, the District presently has permanent capacity for 5,488 students at the junior high level.

The District has a current capacity surplus of 286 students (Table 6). However, it should be noted that analyzing district-wide numbers mask overcrowding conditions that do exist several junior high buildings while others have surplus capacity. The existing gap between student enrollment and capacity is expected to grow over time in the absence of additional permanent capacity constructed within the District.

Table 10			
Future School Space Needs			
Junior High Level			
School Year	Future Enrollment Projections (# of students)	Program Capacity¹ (# of students)	Projected Capacity Surplus/Deficit² (# of students)
2016-17	5,042	5,488	446
2017-18	5,070	5,488	418
2018-19	5,164	5,488	324
2019-20	5,355	5,488	133
2020-21	5,539	5,488	(51)
2021-22	5,804	5,488	(316)
¹ Current Program Capacity number calculated in Table 5. Includes permanent building area only.			
² Numbers in parenthesis represent a building capacity deficit.			



Senior High Level

The District's future school space needs for the high school level are shown in Table 11. Projections show stable enrollment with minor fluctuations over the next six years. Based on the Program Capacity calculations for elementary students, as shown in Table 6, the District presently has permanent capacity for 4,173 students at the high school level.

The District is currently over capacity at the high school level by 838 students (Table 6). The existing gap between student enrollment and capacity is expected to grow after the upcoming six year period in the absence of additional permanent capacity constructed within the District.

Table 11			
Future School Space Needs			
Senior High Level			
School Year	Future Enrollment Projections (# of students)	Program Capacity¹ (# of students)	Projected Capacity Surplus/Deficit² (# of students)
2016-17	5,101	4,212	(889)
2017-18	5,049	4,212	(837)
2018-19	5,026	4,212	(814)
2019-20	4,960	4,212	(748)
2020-21	4,970	4,212	(758)
2021-22	5,072	4,212	(860)
¹ Current Program Capacity number calculated in Table 5. Includes permanent building area only.			
² Numbers in parenthesis represent a building capacity deficit.			



Property Acquisition Forecasting

When considering property acquisition, the district considers plans 20+ years into the future. The largest percentage of growth continues in the southern portion of the district, which includes the Sunrise Master Plan area with an estimated 2,000 additional housing units yet to be built in the Master Plan area alone. District enrollment projections show student growth is expected through the 2025-2026 school year. In October 2025, the District's K-12 enrollment is projected to be 24,048. This represents a 12.3% enrollment increase within the next ten year period.

The primary means to construct new permanent capacity is planned by expanding existing campuses or building on vacant property previously acquired by the district. In order to support the expansion of existing school facilities, site expansion may also be necessary through future acquisition of adjacent property. Alternatively, the district has also identified a need to acquire another site for a future junior high building. This section lists the potential areas of property acquisition over the next six year period as of the date of the report.

Elementary Level

- Stewart Elementary site expansion – at 3.99 acres, the Stewart Elementary campus is second only to Meeker Elementary in terms of the smallest elementary school site in the District. A two-story addition is planned for Stewart in the long-range future. There are private properties adjacent to the school site located south and west of the school. District staff will look for future opportunities to purchase the adjacent properties when made available by the owners, potentially within the next six years.
- Hunt Elementary site expansion – the Hunt Elementary building is envisioned for an expansion within the next 20 year period to support the growing elementary enrollment. Property adjacent to the site was acquired by the District during the 2015-16 school year in support of said expansion and potential future purchase of the neighboring Tacoma Water property (see Future Junior High #8).

Junior High Level

- Future Junior High #8 – District staff has identified approximately 40 acres owned by Tacoma Public Utilities fronting 144th St. E. near Hunt Elementary as a potential site for a future junior high school. The site is ideally situated between Glacier View Junior High and Ferrucci Junior High on the east side of Meridian on South Hill, an area of considerable projected new housing to be built over the next 20 year period. The 40 acres includes areas of suspected wetlands and utility easements, however, the net acreage of the buildable areas is expected to easily support a new junior high school campus. The District plans to continue to work with Tacoma Public Utilities in the near future, with a purchase target date as early as summer 2017. This potential property acquisition, as in all cases, would be subject to owner and school board approval.



High School Level

- Puyallup High School – Although all land acquisition has been completed as identified by the District’s Puyallup High School Master Plan, the Puyallup High School campus remains significantly undersized to accommodate the site improvements identified by the District’s high school education specifications for a comprehensive high school facility. In order to provide sufficient additional area, including space for athletic fields and onsite parking for staff and students, additional land acquisition is a priority for its future development. Property expansion in the vicinity of the student parking lot as well as property west of the Sparks Stadium is of high interest to the District to meet the high schools long-range needs. The District will look for future opportunities to purchase the adjacent properties when made available by the owners, potentially within the next six years.

Support Services

- South Hill Support Center (next to Costco on South Hill) - the District’s Joint Citizens Facilities Advisory & Bond Advisory Committee identified several phases of a project to expand this site within the next 12 years in support of consolidating a variety of district support services locations scattered throughout the district. In order to provide sufficient acreage to accommodate such a consolidation, additional property will need to be acquired by the District. The District will look for opportunities to purchase additional property adjacent to this site as they become available, pending board approval.



VII. Capital Improvement Plan

The board approved district-wide Education Specifications document for the Puyallup School District include three types of new school facilities. Elementary schools are designed to house students in Kindergarten through Grade 6. The junior high schools are designed to house students in Grade 7 through Grade 9 and senior high schools are designed to house students in Grade 10 through Grade 12. The “District Standard” educational specification for all K-12 programs will be utilized as a blueprint for creating “Site Level” educational specifications for all the District’s buildings. This will establish a Districtwide program standard to be articulated at each site taking into account the constraints of the specific site.

In the paragraphs to follow, we’ll explore the District’s plans to meet its facility needs for the next six years. Specifically, this report will examine over the next six-year period what new school facilities will be built, when they will be ready for occupancy, and where they will be located. An analysis will be made of how the new school construction will help mitigate the need for additional building capacity, as defined by our future enrollment projections.

2014 School Facility Improvements and Technology Upgrades Levy

The district passed a capital levy on February 13, 2014, known as the School Facility Improvements and Technology Upgrades Levy, receiving a 63.6% approval from voters. The scope of work within the levy is focused on preserving the public’s investment in its existing school facilities. Forty million dollars is dedicated to projects such as roof replacements, building system replacements, safety and security improvements, connection of school facilities to public sewer systems, etc. The remaining \$6 million of the \$46 million levy is dedicated to technology upgrades.. *See Appendix for a list of projects included in the levy.*

Of the \$46 million raised by the levy, \$34 million was refinanced with the passage of the November 3, 2015 bond measure.

Joint Citizens Facilities Advisory & Bond Advisory Committee

A committee of 28-members made up of parents, high school students, educators, and community members was commissioned by the school board in early 2014 to update the existing 12-year comprehensive facilities planning known as the Citizens Facilities Advisory Committee report, as well as prepare a recommendation for a future bond package. The committee’s work included regular bimonthly meetings that spanned a period of more than a year. The culmination of this body of work by the committee occurred in the spring of 2015 when committee representatives presented the two similar but unique bond packages to the school board during regular session.



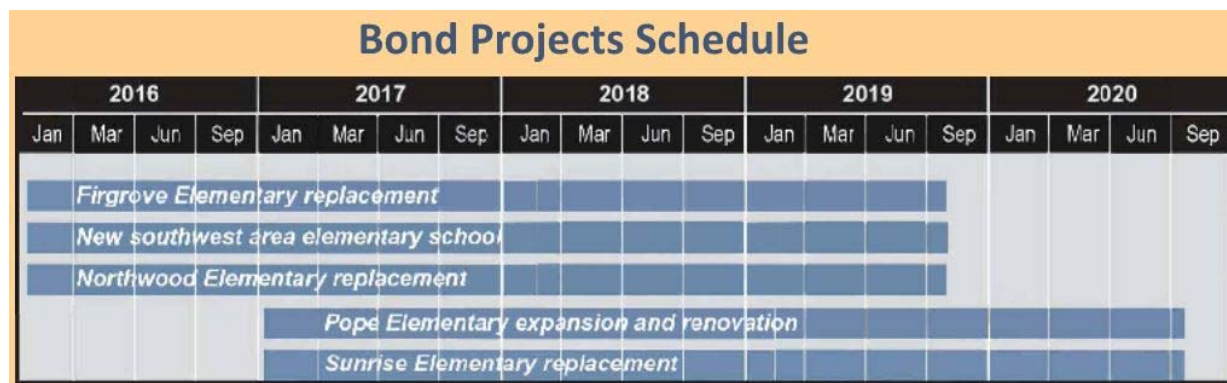
November 2015 Capital Bond Program

As part of the November 3, 2015 General Election voters approved a \$292.5 million bond with a 69% approval. The funds for the capital bond will finance five major capital bond projects, all at the elementary level. The projects include:

- Replace existing school buildings at Firgrove, Northwood, and Sunrise elementary with larger elementary schools that will include 30 home rooms (similar in size to the last two elementary schools, Edgerton and Carson, which opened in 2007). This school size generally supports four classrooms for each grade level.
- Build a new elementary school with 44 home rooms on undeveloped district-owned property on 144th St. E. near the 80th Ave. E. block, located west of Meridian on South Hill. This school size generally supports six classrooms for each grade level.
- Remodel and expand Pope Elementary with 44 home rooms, consisting of six classrooms per grade level and two self-contained rooms for special education. Besides additional classrooms, a new gym that would also be used as a cafeteria, relocation of some play areas, removal of portable classrooms and expansion of the bus loop and parking areas. It is anticipated that staff and students at Pope Elementary will need to be temporarily relocated in the 2019-20 school year during the major phases of construction.

While needs still exist to address growth at the secondary level, the list of projects clearly identifies the most immediate needs are at the elementary level. The bond program refinances \$34 million of the six-year School Facility Improvements and Technology Upgrades Levy approved by voters in 2014.

The schedule tied to the Capital Bond Program is outlined in the diagram below.



Temporary Classroom Facilities (Portables)

The bond schedule diagram above demonstrates the point that construction of new permanent facilities is a lengthy process, with the first group of bond projects to open for the beginning of the 2019-20 school year. To meet the enrollment growth from new development, it will be necessary for the District to make use of temporary classrooms.



The number of new portables required will be driven by growth demands in combination with other factors, including the implementation of the interim student housing plan described in the [Emerging Issues](#) subheading within Section II of this plan. The temporary relocation of sixth grade students from the elementary to the junior high level is not a program-driven decision, but rather a growth-driven decision to utilize space where available, primarily at the junior high level.

K-3 Class Size Reduction

As explained within the [Emerging Issues](#) subheading with Section II of this plan, the district has funded and began the construction of a 12-classroom building addition at Shaw Road Elementary. This project was not included in the November 2015 Bond measure and is not funded with those associated funds. Rather, general fund dollars were transferred to the Capital Projects fund to front fund this project. The district will seek state match dollars to provide partial reimbursement of these funds.

The primary purpose of this project is to provide additional teaching spaces to enable lower class sizes, specifically at the Kindergarten through 3rd Grade levels, although there is a minor growth element as well. Consistent with the permitting documentation and SEPA determination associated with this project, one of the new classrooms provided is intended to serve growth. Consequently, a prorated portion of these project costs are associated with enrollment growth and eligible for impact fee expenditure.

The Shaw Road Elementary classroom addition is scheduled to open for the beginning of the 2017-18 school year. The district will look to leverage future grant opportunities to fund additional K-3 classroom addition projects to provide the physical space necessary of meeting the K-3 class size targets.

Bond Oversight Committee

With the passage of the 2015 Bond Program, there are a number of steps required for its administration. One of the very important tasks will be to oversee the bond program with respect to: scope; schedule; and cost of the projects. To this end, the school board approved the commissioning of the [Bond Oversight Committee \(“BOC”\)](#) in February 2016. The 13-member committee is comprised of nine community members along with four district administration staff. The BOC is will meet regularly and through the completion of the final bond projects.

Additional revenues such as state matching dollars will also be tracked by the committee. At some point several years in the future, the district may want to consider implementing additional projects utilizing the additional revenues and unencumbered project contingencies. The BOC could make recommendations to the board regarding such proposed projects as well.

Boundary Review Committee

It has been a decade since the last boundary review committee was commissioned by the district in preparation for the opening of school projects from the 2004 Capital Bond Program. While school attendance areas have remained consistent, with the exception of two school



consolidations, our school district and our community have progressed over the past ten years: neighborhoods have grown and matured; school program offerings have increased and advanced; district initiatives have been adopted, such as district-wide full-day kindergarten and the more recent work to support K-3rd grade class size reduction; and last but not least, the passage of the 2015 Capital Bond Program.

The 2015 Capital Bond Program includes five major projects, each will increase building capacity in the district. Four schools will be replaced or remodeled and expanded (Northwood, Firgrove, Sunrise, Pope) and a new elementary will be constructed in the district's southwest region. Existing school attendance areas will need to be adjusted to create a new service area for the district's twenty-second operating elementary school.

The [Boundary Review Committee \(“BRC”\)](#) was commissioned by the board in April 2016. It is comprised of 33 members that include community members, PTA Council representatives, high school students, principals and other district staff members. It will begin regular meetings in Fall 2016 and its work will continue through a proposed final recommendation to the Board in Fall 2018. The scope of work includes review of school attendance boundaries district-wide at elementary, junior high, and high school levels. It will look to balance enrollment, promote equity, support an efficient transportation plan, provide opportunities to inform and engage district stakeholders. Like the Bond Oversight Committee, the BRC is an advisory committee to Board.

[Level of Service Comparison](#)

The following tables and figures will demonstrate how the implementation of the bond projects described in the six-year plan will impact the District’s ability to meet the District Level of Service standards by comparing future permanent capacity to projected enrollment at each grade level.

[Elementary Level](#)

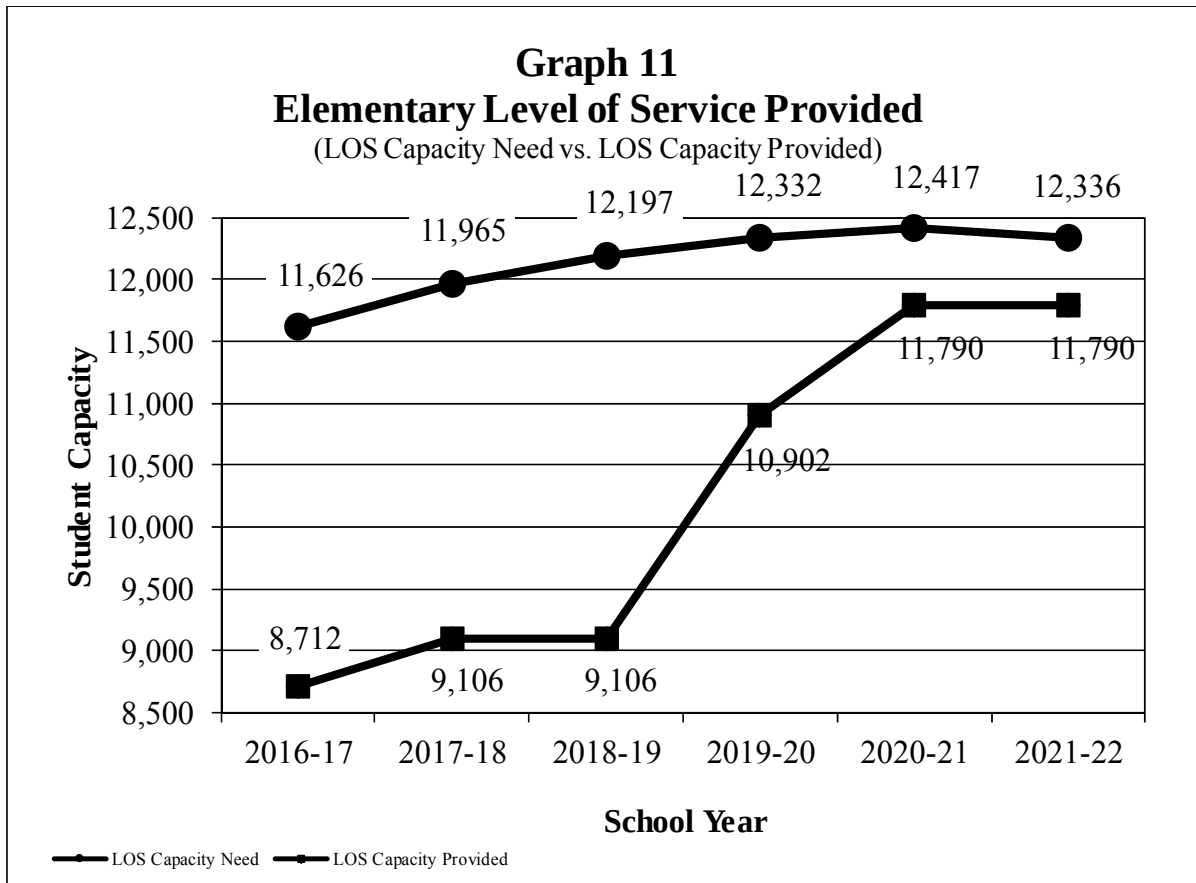
Presently, the District is providing total permanent capacity for 8,712 students based upon the adopted Level of Service standards. At the completion of projects included in the six-year plan by September of 2020, the District will provide new permanent capacity for another 3,078 students for a total permanent capacity of 11,790 students.



Table 12				
Existing and Proposed Permanent Student Capacity				
at the				
Elementary Level				
School Year	Existing Permanent Capacity	Proposed Permanent Capacity Addition	Total Permanent Capacity	School Project
2016-17	8,712	0	8,712	
2017-18	8,712	394	9,106	Shaw Road Elem classroom addition
2018-19	9,106	0	9,106	
2019-20	9,106	1,796	10,902	Firgrove Elem replacement, Northwood Elem replacement, New southwest area elementary
2020-21	10,902	888	11,790	Pope Elem remodel & expansion, Sunrise Elem replacement
2021-22	11,790	0	11,790	



Graph 11 charts the projected student housing need vs. the planned student housing provided at the elementary level. While the large gap between need vs. provided will widen over the next several years, the six-year plan of construction projects is concentrated to elementary level projects and is expected to close the gap to less than a 600 student capacity districtwide. This will reduce the need to serve students in temporary classrooms to a large extent. In order to meet the adopted LOS at the elementary level, the district will also need pursue grant funds made available for K-3 class size reduction, as described in [K-3 Class-size reduction](#) subheading with the Section II – Emerging Issues. Future updates to this plan will incorporate these types of projects, when funded.



Junior High Level

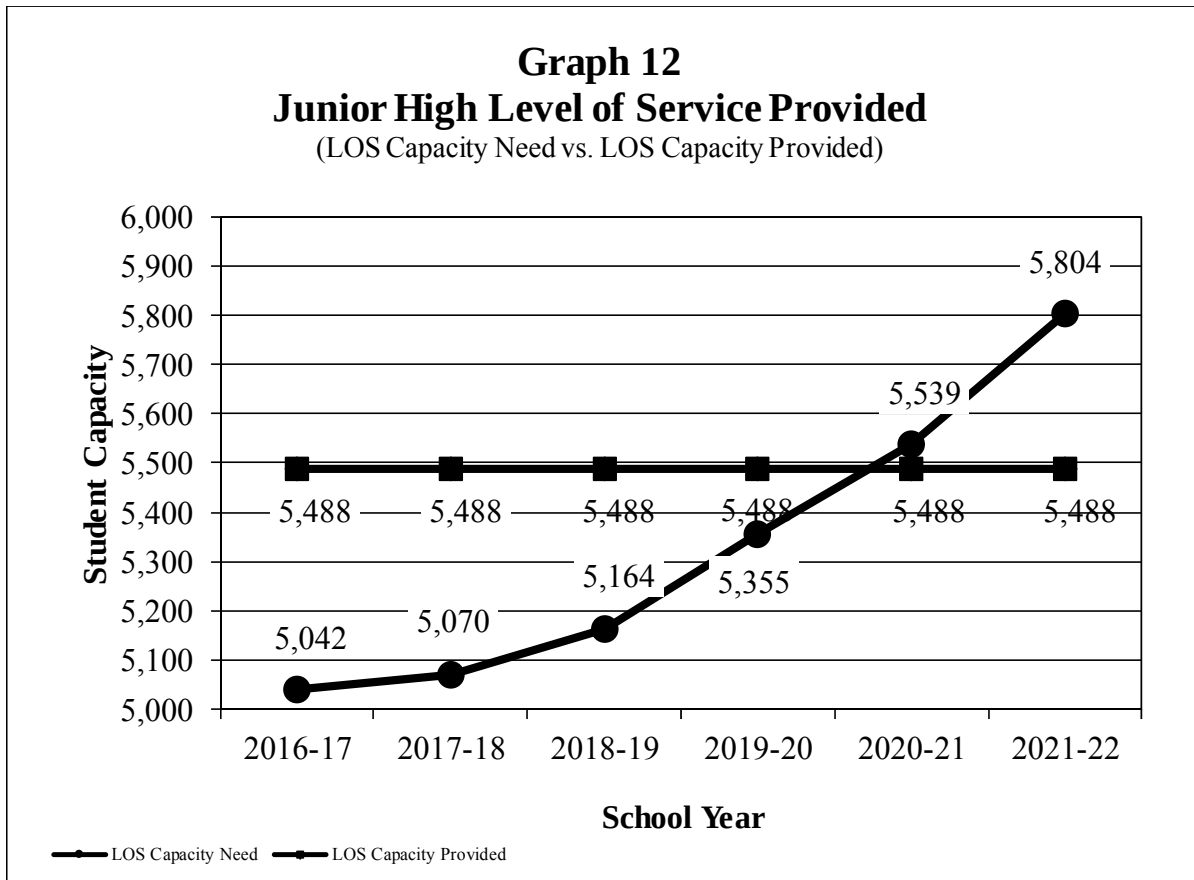
Presently, the District is providing total permanent capacity for 5,488 students based upon the adopted Level of Service standards. The six-year plan is comprised of only elementary-level growth projects, with the exception of providing temporary classroom facilities as dictated by space and growth.

Table 13				
Existing and Proposed Permanent Student Capacity				
at the				
Junior High Level				
School Year	Existing Permanent Capacity	Proposed Permanent Capacity	Total Permanent Capacity	School
2016-17	5,488	0	5,488	
2017-18	5,488	0	5,488	
2018-19	5,488	0	5,488	
2019-20	5,488	0	5,488	
2020-21	5,488	0	5,488	
2021-22	5,488	0	5,488	



Graph 12 charts the projected student housing need vs. the planned student housing provided at the junior high level. The existing capacity provided districtwide is a net positive, however, this does mask overcrowding at select junior high locations driving the need for temporary classrooms at some junior high sites. The demonstrated need will surpass the space provided before the end of the six-year forecast. The district will likely consider a future bond package that provides additional space at the secondary level to meet the adopted LOS within the next four years.

This graph doesn't reflect the additional space demand at the junior high level from the temporary relocation of sixth grade students to the junior high level as the [interim student housing plan](#) is implemented.



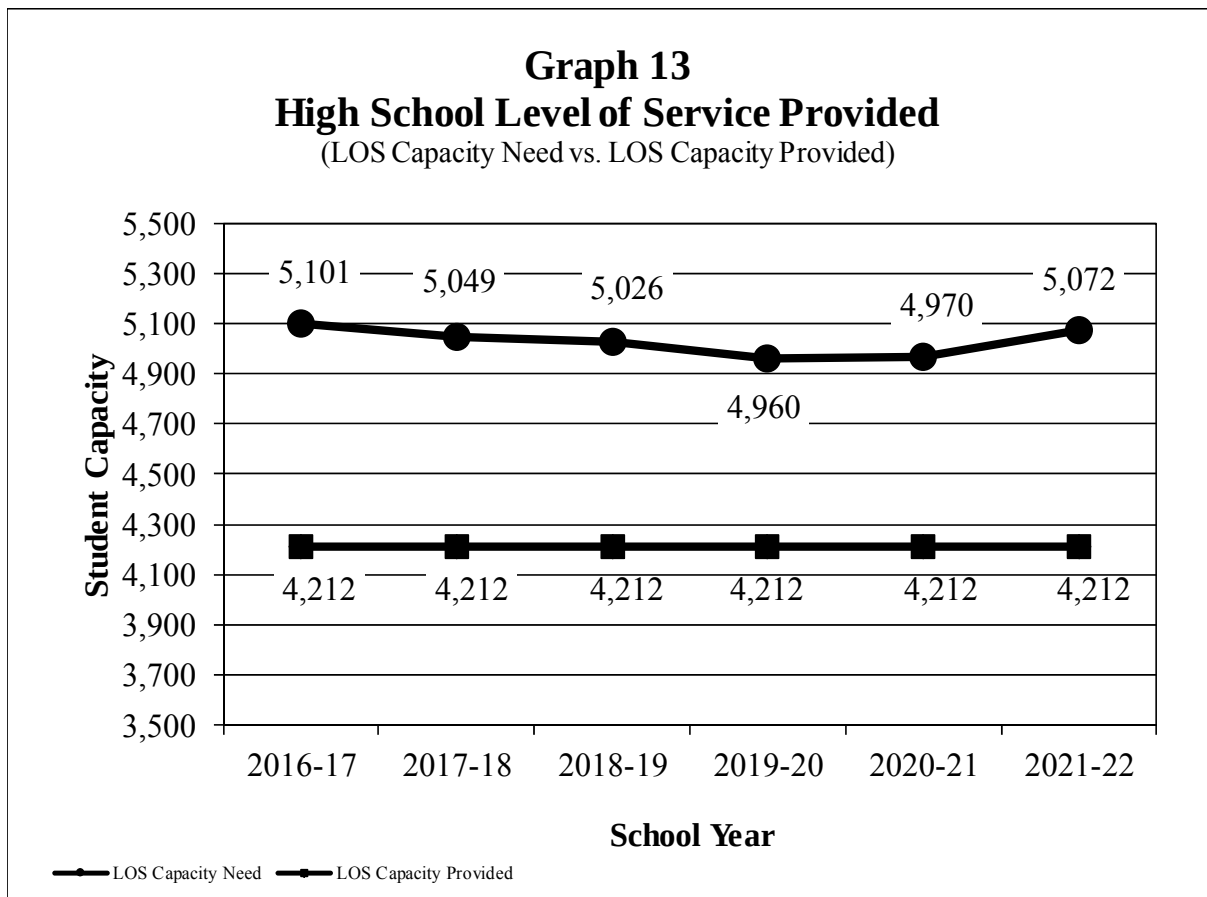
High School Level

Presently, the District is providing total permanent capacity for 4,212 students based upon the adopted Level of Service standards. The six-year plan is comprised of only elementary-level growth projects, with the exception of providing temporary classroom facilities as dictated by space and growth.

Table 14				
Existing and Proposed Permanent Student Capacity				
at the				
Senior High Level				
School Year	Existing Permanent Capacity	Proposed Permanent Capacity	Total Permanent Capacity	School
2016-17	4,212	0	4,212	
2017-18	4,212	0	4,212	
2018-19	4,212	0	4,212	
2019-20	4,212	0	4,212	
2020-21	4,212	0	4,212	
2021-22	4,212	0	4,212	



Graph 13 charts the projected student housing need vs. the planned student housing provided at the high school level. While the projected need is not expected to increase over the next six year period, the existing gap between it and the capacity provided will remain significant, extending the need to use temporary classrooms at the high school level. The district will likely consider a future bond package that provides additional space at the secondary level to meet the adopted LOS within the next four years.



VIII. Finance Plan

Introduction

The Puyallup School District recognizes the value of long-range capital facilities planning. The development of the six year capital improvement plan identified earlier in the previous section addresses the District's need for additional permanent and temporary instructional space to accommodate the additional students anticipated to enroll over the next six school years. In addition, replacement and modernization of existing space is needed to address code improvements, energy enhancements and educational upgrades.

In conjunction with the capital improvement plan, the District needs a means of financing the new construction, replacement construction, and modernization. In the paragraphs to follow, the costs associated with the construction projects identified in the Capital Improvement Plan will be presented. In addition, the fund sources available to implement said construction projects will also be identified.

Construction Costs

A number of factors influence the total cost and, specifically, the local share of any school construction project. Even within the same school district, two (2) identical schools constructed at the same time will likely not be constructed for the same cost. The major factors that impact the cost of school construction are as follows:

1. The per acre cost of school sites will vary considerably from district to district. In general, the more urban a district tends to be, the more costly the school sites.
2. The acreage of available property will vary from site to site. For example, the District's 30 home room elementary prototype was used in the construction of the two new elementary school projects as part of the 2004 Bond program. Carson was built on a 12 acre site while Edgerton was constructed on a 15 acre site; see Table 4.
3. The proximity of needed utilities (i.e. water, sewer, electricity, etc.) and roadways to a school site are often times significant cost variables.
4. As mentioned earlier, the nature of the instructional programs housed in school facilities drastically impact the cost of those facilities. The square foot cost of senior high schools is almost always higher than elementary and junior high schools. The square footage costs of junior high schools are usually higher than elementary schools. Specialized facilities for Vocational and Special Education programs can also increase construction costs.
5. The posture of the local governmental planning agencies (City or County) will affect such items as off-site street improvements, landscaping, street signaling and signage.



6. The "bidding climate" at the time a school construction project comes on line is terribly important. Normally, the less construction work available the more competitive the general contractors become and visa-versa.
7. The experiences and competence of the lowest bidding general contractor and their major subcontractors can also impact the final cost of any school construction project.
8. The State's "matching percentage", as determined in accordance with the formula set forth in RCW 28A.525.166, establishes the relationship between the local and state funding of any school construction project.
9. The enrollment projection provisions of the State's "space allocations" as outlined in WAC 392-343-045 determine just how much area of a school facility will be eligible for state matching funds. Building a new school (i.e. elementary, junior high, senior high) without full "unhoused" eligibility increases the amount of local funds that have to be spent on a project.
10. The State's "construction cost allocation" also impacts the level of state financial assistance, as spoken to in WAC 392-343-060.
11. Increases over time of the basic costs of construction, labor, materials and equipment. Over short periods these costs can be volatile. In particular, recent dramatic escalations in material costs have greatly impacted project costs.

Funding Sources

School districts utilize budgets consisting of a number of discrete funds. However, for the most part, the capital needs of any school system are addressed with the Capital Projects Fund and the Debt Service Fund.

The Capital Projects Fund is used for purposes such as: (a) to finance the purchase and development of school sites; (b) the construction of new and replaced facilities and the modernization of existing facilities; and (c) the purchase of initial equipment, library books and textbooks for new, replaced and remodeled facilities. Revenues accruing to the Capital Project Fund come primarily from bond sale proceeds, capital levy collections and state matching funds. However, revenues from the General Fund, the sale or lease of property and contributions can also be accrued to the Capital Projects Fund. Under the authority of the Growth Management Act (GMA), impact fees are accrued to the Capital Projects Fund. Mitigation funds that accrue under the authority of SEPA or the State Subdivision Act are also deposited in the District's Capital Projects Fund.

The Debt Service Fund is used as a mechanism to pay for bonds. When a Bond Issue passes, a school district sells bonds that have a face value and an interest rate. Local property taxes are adjusted to provide the funds necessary to meet the approved periodic payments on sold bonds. The proceeds from the taxes collected for this purpose are deposited in the Debt Service Fund and drawn out for payments at the appropriate times.



Sources of Public Money

Bonds

These are financial instruments having a face value and an interest rate that is determined at the time and by the conditions of their sale. Bonds are backed by the "full faith and credit" of the issuing school district and may be paid from proceeds derived from a specific increase in the property taxes for that purpose. The increase in taxes results in an "excess levy" of taxes beyond the constitutional limit, so the bonds must be approved by a vote of the people in the jurisdiction issuing them. The total of outstanding bonds issued by the jurisdiction may not exceed five percent of the assessed value of the property within that jurisdiction at the time of issuance.

Bonds are multi-year financial instruments, generally issued by school districts for 20 years. Because of their long lasting impact, they require both an extraordinary plurality of votes and a specific minimum number of voters for validation. The positive votes must equal or exceed 60 percent of the total votes cast on the issue and the total number of voters must equal or exceed 40 percent of the total number of voters in the school district who cast ballots in their last general election.

Proceeds from bond sales are limited by bond covenants and must be used for the purpose(s) for which the bonds are issued. They cannot be converted to a non-capital or operating purpose. The life of the improvement resulting from the bonds must meet or exceed the term of the bonds themselves.

Capital Levies

These differ from bonds in that they do not result in the issuance of a financial instrument and, therefore, do not affect the "bonded indebtedness" of a school district. This method of financing is a straight increase in property tax rates to produce a voter-approved dollar amount. The amount generated from the capital levy is then available to a district in the approved year. The actual levy rate itself is determined by dividing the number of dollars approved by the assessed valuation of the total school district at the time the taxes are set by the County Council.

Capital levies can be approved for up to a six year period. The amounts to be collected are identified for each year separately and the tax rates set for each individual year. Like bond issues, capital levies must be used for the specified capital purpose(s) for which they were passed. They cannot be converted to a non-capital or operating purpose.



State Matching Funds

The State of Washington has a Common School Construction Fund. The State Board of Education is responsible for administration of the funds and the establishment of matching ratios on an annual basis. The Office of the Superintendent of Public Instruction (OSPI), on behalf of the State Board of Education, has determined that Puyallup School District's matching ratio for 2016 is 66.67%, for those expenses that are defined as matchable.

The base to which the percent is applied is the cost of construction, as determined by the Construction Cost Allocation. The Construction Cost Allocation is an index of construction costs that is used by the state to help define or limit their level of support. This particular construction cost index rarely matches the actual cost of school construction in districts across Washington State. Nevertheless, the Construction Cost Allocation for school construction costs for the fiscal year 2016 is \$213.23 per square foot.

The formula for determining the amount of state matching support can be expressed as $A \times B \times C = D$, where:

- A = eligible area (determined by OSPI's student square foot allowances)
- B = the Construction Cost Allowance (in dollars per square foot)
- C = a school district's applicable matching rate
- D = the amount of state fiscal assistance to which a district will be entitled

Qualification for state matching funds involves an application process. Districts may submit information for consideration by the State Board of Education. Once approved, a district qualifies for matching funds in a sequence that recognizes the existing approvals of previous submittals. Failure of a school district to proceed with a project in a timely manner can result in the loss of a district's "place in line."

Funds for the state match come from the Common School Construction Fund using revenues accruing predominantly from the sale of renewable resources, primarily timber, from state school lands set aside by the Enabling Act of 1889. If these sources are insufficient to meet current needs, the legislature can appropriate additional funds or the State Board of Education can establish a moratorium on certain projects (Chapter 392, Sections 341-347 of the Washington Administrative Code).

Market demand for timber and wood products has been declining over the past decade resulting in a substantial decrease in state matching revenues. Efforts in the State Legislature to supplement timber-generated revenues with general fund moneys have been partially successful. As noted in WAC 392-343-057, in the event that state matching monies are not available to fund a specific school project, then school districts may proceed at their own financial risk. At such time state monies do become available, reimbursement will be made to the district for the state's share of said school project.



Mitigation/Impact Fees

According to RCW 82.02.090, the definition of an impact fee is ". . . 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. 'Impact fee' does not include a reasonable permit or application fee."

Mitigation or impact fees can be calculated on the basis of "unhoused student need" or "the maintenance of a district's level of service" as related to new residential development. A mitigation/impact fee may be imposed based upon a determination of insufficient existing permanent and/or portable school space or to pay for permanent and/or portable school space previously constructed as a result of growth in the district. The amounts to be charged are then calculated based on the costs for providing the space and the projected number of students in each residential unit. A district's School Board must first approve the application of the mitigation or impact fees and, in turn, approval must then be granted by the other general government jurisdictions having responsibility within the district, counties, cities and towns. In the Puyallup School District those general government jurisdictions include the City of Puyallup, City of Edgewood, and City of Fife, along with Pierce County.

Furthermore, developers may contribute properties that will have value to a district. In such cases, the developer is entitled to a credit for the actual cost of the provided property. This credit can reduce or eliminate the mitigation or impact fee that would have been chargeable under the mitigation/impact fee calculation. Following is the mitigation fee calculation for this year (see Table 16).

The district anticipates receipt of approximately \$7,200,000 over the next six years. This assumes an average annual collection rate of \$1,200,000.

Table 15 is a summary of the impact fee calculation factors with brief comments related to their origin. The factors are used in the calculation to determine the fee.

Table 16 represents Puyallup School District's Unfunded Need calculation for 2016. The Unfunded Need calculation represents the average financial impact, per new residential unit, to the District to pay for the necessary public facilities to serve new student growth. Ultimately, in the case of the Puyallup School District, the municipalities of Puyallup, Fife, Edgewood, and Pierce County determine the rate of impact fee collection as adopted in their respective impact fee ordinances. At the request of Pierce County, a note has been added at the bottom of Table 16 that calculates the Fee Obligation, per Pierce County code 4A.30.030



Table 15				
Impact Fee Calculation Factors				
Description	Grade Span	Value	Units	Comments
Student Generation Factor - Single Family Residence	Elementary	0.423	Students/Resid	See Table 7
" "	Jr. High	0.148	Students/Resid	" "
" "	Sr. High	0.140	Students/Resid	" "
Student Generation Factor - Multi-Family Residence	Elementary	0.130	Students/Resid	See Table 8
" "	Jr. High	0.046	Students/Resid	" "
" "	Sr. High	0.068	Students/Resid	" "
Facility Acreage	Elementary	17	Acres	Based on Elementary 25 site
" "	Jr. High	40	Acres	Based on Forecasted Property Acquisition with Section VI. Site has environmental and title constraints.
" "	Sr. High	0.6	Acres	Based on Forecasted Property Acquisition with Section VI.
Cost per Acre	Elementary	\$341,765	Cost/Acre	Based on Elementary 25 site purchase
" "	Jr. High	\$45,500	Cost/Acre	Financial planning number for property acquisition of Junior High #8 site.
" "	Sr. High	\$1,250,000	Cost/Acre	Based upon cost estimate for (improved) land acquisition near Puyallup HS.
Facility Capacity - New Construction	Elementary	750	New Student Capacity	Based on Northwood replacement school w/ 30 homerooms and 2 self-contained rooms
" "	Jr. High	1,000	New Student Capacity	Based upon planned capacity for new Junior High within Citizens Facilities Advisory Committee report.
" "	Sr. High	1,800	New Student Capacity	Based on Districtwide Planning Education Specifications
Facility Size - Temp Construction	Elementary	24	Adopted Elementary LOS	24 students per general education teaching station.
" "	Jr. High	30	Adopted Secondary LOS	30 students per general education teaching station.
" "	Sr. High	30	Adopted Secondary LOS	30 students per general education teaching station.
Permanent Student Capacity	Elementary	937,350	Square Feet	see Table 4
" "	Jr. High	651,782	Square Feet	see Table 4
" "	Sr. High	651,698	Square Feet	see Table 4
Portable Sq. Footage(Total)	Elementary	107,280	Square Feet	see Table 4
" "	Jr. High	40,592	Square Feet	see Table 4
" "	Sr. High	48,102	Square Feet	see Table 4
Facility Cost - New Construction	Elementary	\$43,965,714	Cost of new 30 homeroom school	Based upon Northwood Elementary replacement project cost
" "	Jr. High	\$0	Cost/Grade Level	No proposed New Construction projects at junior high level within next six years.
" "	Sr. High	\$0	Cost/Grade Level	No proposed New Construction projects at high school level within next six years.
Facility Cost - Temp Construction	Elementary	\$150,000	Cost/Portable	Proposed Student Capacity Created with CFP Six Year Plan projects
" "	Jr. High	\$150,000	Cost/Portable	" "
" "	Sr. High	\$150,000	Cost/Portable	" "
Construction Cost Allocation	All	\$213.23	Cost/Sq Foot	Per State OSPI for FY 2016
OSPI Space Allocation/Student	Elementary	90.0	Sq Foot/Student	Per State Funding Allocation
" "	Jr. High	121.3	Sq Foot/Student	" "
" "	Sr. High	130.0	Sq Foot/Student	" "
State Funding Assistance	All	66.67%	Percent	Per State OSPI for 2016
Average Assessed Value - Single Family	All	\$276,818	Cost/Unit	Per Pierce County Assessor-Treasurer 2016 Residential Revaluation Report
Average Assessed Value - Multi-Family	All	\$ 153,575	Cost/Unit	Per Pierce County Assessor-Treasurer 2016 Residential Revaluation Report
Capital Bond Interest Rate	All	3.36%	Percent	Estimated average rate of outstanding bond sales.
Years Amortized	All	10	Years	Compliant with Pierce County Code 4.A.30.030, Table 4A-1.
Property Tax Levy Rate - Capital Construction Portion	All	\$ 2.29	Cost/1000 of Assessed Value	Per Pierce County Assessor-Treasurer Assessed Values, Levy Rates & Taxes for tax year 2016.



Table 16									
Impact Fee Calculation									
School Site Acquisition Cost:									
((AcresxCost per Acre)/Facility Capacity)xStudent Generation Factor									
	Facility Acreage	Cost/ Acre	Facility Size	Student Factor SFR	Student MFR	Calculated			
						Cost/ SFR	Cost/ MFR		
Elementary	17.00	\$341,765	750	0.423	0.130	\$ 3,278.23	\$ 1,003.22		
Jr. High	40.00	\$45,500	1,000	0.148	0.046	\$ 269.95	\$ 83.29		
Sr. High*	0.60	\$1,250,000	83	0.140	0.068	\$ 1,262.26	\$ 615.33		
*includes costs for potential additions to existing campuses only						TOTAL	\$ 4,810.44	\$ 1,701.84	
School Construction Cost:									
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(permanent/Total Sq Ft)									
	%Perm/ Total Sq.Ft.	Facility Cost	Facility Capacity	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR		
Elementary	100.00%	\$43,965,714	750	0.423	0.130	\$ 24,807.17	\$ 7,591.61		
Jr. High	100.00%	\$0	1,000	0.148	0.046	\$ -	\$ -		
Sr. High	100.00%	\$0	1,800	0.140	0.068	\$ -	\$ -		
						TOTAL	\$ 24,807.17	\$ 7,591.61	
Temporary Facility Cost:									
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(Temporary/Total Square Feet)									
	%Temp/ Total Sq.Ft.	Facility Cost	Facility Capacity	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR		
Elementary	100.00%	\$150,000	24	0.423	0.130	\$ 2,644.87	\$ 809.40		
Jr. High	100.00%	\$150,000	30	0.148	0.046	\$ 741.63	\$ 228.82		
Sr. High	100.00%	\$150,000	30	0.140	0.068	\$ 699.10	\$ 340.80		
						TOTAL	\$ 4,085.59	\$ 1,379.02	
State Matching Credit:									
Area Cost Allowance X SPI Square Footage X State Match % X Student Factor									
	Area Cost Allowance	SPI Footage	State Match %	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR		
Elementary	213.23	90.0	66.67%	0.423	0.130	\$ 5,414.34	\$ 1,656.92		
Jr. High	213.23	121.3	66.67%	0.148	0.046	\$ 2,557.73	\$ 789.16		
Sr. High	213.23	130.0	66.67%	0.140	0.068	\$ 2,583.98	\$ 1,259.65		
						TOTAL	\$ 10,556.05	\$ 3,705.74	
Tax Payment Credit:									
						SFR	MFR		
Average Assessed Value						\$ 276,818	\$ 153,575		
Capital Bond Interest Rate						3.36%	3.36%		
Net Present Value of Average Dwelling						\$ 2,318,517	\$ 1,286,283		
Years Amortized						10	10		
Property Tax Levy Rate						\$ 2.29	\$ 2.29		
Present Value of Revenue Stream						\$ 5,309.40	\$ 2,945.59		
Fee Summary:									
				Single - Family	Multiple - Family				
Site Acquisition Costs				\$ 4,810.44	\$ 1,701.84				
Permanent Facility Cost				\$ 24,807.17	\$ 7,591.61				
Temporary Facility Cost				\$ 4,085.59	\$ 1,379.02				
State Match Credit				\$ (10,556.05)	\$ (3,705.74)				
Tax Payment Credit				\$ (5,309.40)	\$ (2,945.59)				
Unfunded Need				\$ 17,837.74	\$ 4,021.15				YEAR 2016
Note: Pierce County code 4A.30 calculates the Unfunded Need x 50% = the Fee Obligation (The Fee Obligation is the lesser of the Fee Calculations or the Maximum Fee Obligation as defined in Pierce County code 4A.30.030 School Impact Fee Schedule)									
				\$ 8,918.87	\$ 2,010.57				



Funding for School Facilities

The ability to move forward on school construction projects in the Puyallup School District hinges primarily on two factors. First, the District needs to have local funding available to help pay for the cost of any school construction project. Normally, school districts secure the majority of their local funds through the sale of general obligation bonds, as approved by the voters of their districts. The authority to issue and sell such bonds rests in the Constitution and laws of the State of Washington, including RCW 28A.530.010 and RCW 84.52.056.

Second, and of particular importance to the Puyallup School District, is its eligibility for State Matching Funds. Such state financial assistance is used along with local funds to pay for the cost of school construction projects. However, state monies cannot be used to purchase school sites, to make off-site improvements and/or fund those specific items spoken to in WAC 392-343-120. The formula for determining the exact amount of State Matching Funds a district can receive is set forth in WAC 392-343-020.

Table 17 shows how the District plans to fund the projects enumerated in this report. The allocation of State Matching Funds and Mitigation Impact fees for those projects planned over the next six school years will be determined at the time secured funds have been obtained by the passage of a future bond program.



Table 17											
Six Year Finance Plan											
Costs in Millions (M)³											
Project⁴	Calendar Year							Source of Revenue¹			
	2016	2017	2018	2019	2020	2021	Project Cost	2015 Bond Program	Estimated State Match	Other Capital Funds	Impact Fees
Firgrove Elementary replacement				\$44.1 M			\$44.1 M	\$31.6 M	\$11.5 M		\$1.0 M
Northwood Elementary replacement				\$44.0 M			\$44.0 M	\$31.5 M	\$11.5 M		\$1.0 M
Sunrise Elementary replacement					\$42.5 M		\$42.5 M	\$30.0 M	\$11.5 M		\$1.0 M
Pope Elementary remodel and expansion					\$45.9 M		\$45.9 M	\$29.0 M	\$15.9 M		\$1.0 M
New Elementary construction				\$57.6 M			\$57.6 M	\$40.7 M	\$15.9 M		\$1.0 M
Shaw Road Elementary Classroom addition ⁵		\$8.9 M					\$8.9 M		\$2.7 M	\$6.2 M	\$7.7 M
Temporary Instructional Space (Portables)	\$9.9 M	\$6.6 M	\$6.6 M	\$6.6 M	\$6.6 M	\$6.6 M	\$39.9 M	\$39.9 M			
New Junior High property purchase		\$2.0 M					\$2.0 M			\$5.5 M	\$15.5 M
Total Cost	\$9.9 M	\$11.5 M	\$6.6 M	\$146.3 M	\$89.0 M	\$6.6 M	\$248.9 M	\$166.7 M	\$69.0 M	\$6.7 M	\$7.2 M
Note ¹ : 2015 Bond Program projects will be front-funded by the bond issue. When state matching funds are received, bond funds will be released and reallocated at the Board's discretion. State Match estimate information taken from 2014 Bond Advisory Committee work. The exact amount will be determined by OSPI during the D form application process.											
Note ² : Shaded cells represent the planned design and construction timeline for each major capital project. Although costs will occur throughout said timeline, the total cost of the project is displayed in the year of projection completion.											
Note ³ : Dollars are adjusted for expected inflation.											
Note ⁴ : Includes growth-related projects only.											
Note ⁵ : One classroom of 12-classroom addition assigned to growth. The remaining classrooms provided to support class size reduction implementation. Project costs exclude life cycle improvements to main building.											

IV. Appendix

2014 Levy/2015 Life Cycle Projects Progress Schedule

Location	Type	Description	2014	2015	2016	2017	2018	2019	2020	2021
District Wide	All Day Kindergarten	Provide or Upgrades Spaces and Furnishings	X	All Elementary Schools Completed						
District Wide	Safety & Security	Security upgrades - proximity cards	X	Ph 1-32 Schools Completed/Ph 2-30 Facilities Nearing Completion						
District Wide Elem	Safety & Security	Camera systems (13 Schools)	X	Completed						
Edgemont	Safety & Security	Camera system expansion	X	Completed						
FY 2014-2015 Projects			2014	2015	2016	2017	2018	2019	2020	2021
Brouillet	Roofs	Replace roofing, flashings, and select decking		X	Completed					
Ferrucci	Electrical Systems	Commons lighting		X	Completed					
PHS Gym	Seismic Enhancements	1958 Gym (lack of clear lateral load path)		X	Completed					
Ridgecrest	Roofs	Replace existing single membrane roofing system		X	Completed					
Wildwood	Seismic Enhancements	Structural upgrade at the covered play shed		X	Completed					
FY 2015-2016 Projects			2014	2015	2016	2017	2018	2019	2020	2021
Brouillet	Interior Finishes	Install new Carpeting			X	Completed				
Brouillet	Windows/Doors/Energy	Replace windows			X	Completed				
Central Kitchen	Electrical Systems	Back up power to freezer/cooler			X	Underway				
Central Kitchen	Roofs	Re-roof building			X	Completed				
District Wide	Portables	Roof 20 Portables			X	22 Portables Completed				
District Wide	Safety & Security	Fire alarms - upgrade panels			X	16 Schools Completed				
ERHS	Safety & Security	Construct a right turn lane on 184th Street			X	Underway				
Fruitland	Bldg. Envelope	Repair and paint areas of wood siding, soffits, doors			X	Completed				
Karshner	Bldg. Envelope	Paint and seal exterior			X	Completed				
Ridgecrest	Bldg. Envelope	Repair and paint areas of wood siding, soffits, doors			X	Completed				
Ridgecrest	Windows/Doors/Energy	Replace existing single-glazed windows			X	Completed				
Shaw Road	Bldg. Envelope	Repair and paint areas of wood siding, soffits, doors			X	Underway				
Shaw Road	Roofs	Replace roofing, flashings, and select decking			X	Completed				
Wildwood	Bldg. Envelope	Repair and paint areas of wood siding, soffits, doors			X	Completed				
Wildwood	Windows/Doors/Energy	Replace existing single-glazed windows			X	Completed				
FY 2016-2017 Projects			2014	2015	2016	2017	2018	2019	2020	2021
District Wide	Portables	Replace Mechanical Units on 20 Portables			X	X	18 Portables Completed			
District Wide	Portables	Paint 20 Portables			X	X	14 Portables Completed			
District Wide	Safety & Security	Intrusion system improvements				X				
Edgemont	Sewer Systems	3100 lineal feet to Meridian				X				
Hunt	Interior Finishes	Install new carpeting and vinyl tile				X				
Karshner Museum	Seismic Enhancements	Wall and floor beam anchors				X				
Mountain View	Windows/Doors/Energy	Replace single glazed windows (kitchen & gym)			X	X	Completed			
PHS Main	Windows/Doors/Energy	Repair/replace failed glazing units				X				
RHS Perf Arts Center	Mechanical Systems	Replace heat pumps/controls				X				
Stahl	Bldg. Envelope	Paint and seal exterior				X				
Stahl	Roofs	Replace roofing, flashings, and select decking				X				
Stahl	Windows/Doors/Energy	Replace some exterior doors and hardware/repair				X				
Transportation	Storm water	Bus wash/oil water separator				X				
Waller Road	Combined Projects	Roof/Bldg. Envelope/Flooring/Interior				X	Select Items Completed			
Woodland	Roofs	Replace roofing, flashings, and select decking				X				
Zeiger	Bldg. Envelope	Repair and paint areas of wood siding, soffits, doors				X				
FY 2017-2018 Projects			2014	2015	2016	2017	2018	2019	2020	2021
Brouillet	Seismic Enhancements	Concrete block -out of plane				X	X			
District Wide	Electrical Systems	Back up power to low voltage systems				X	X			
E.B. Walker HS	Roofs	Replace shingle roofing and gutters				X	X			
Facilities	Roofs	Re-roof building				X	X			
Ferrucci	Mechanical Systems	Replace 2 rooftop units/controls				X	X			
Fruitland	Interior Finishes	Replace flooring				X	X			
Hunt	Seismic Enhancements	Concrete block -out of plane				X	X			
Karshner Museum	Mechanical Systems	Repair digital control system - temperature control				X	X			
Northwood	Combined Project	Building Envelope/Flooring/Interior Finishes					X			
PHS Gym/Pool	Mechanical Systems	Replace vitraulic pipe			X	Underway				
PHS Library	Seismic Enhancements	Insufficient shearwall around Library				X	X			
RHS	Pavement & Sitework	Replace select driveway paving				X	X			
RHS Pool	Electrical Systems	Motor control center				X	X			
Shaw Road	Seismic Enhancements	Concrete block -out of plane			X	Underway	X			
Wildwood	Mechanical Systems	HVAC system upgrade				X	X			
Woodland	Seismic Enhancements	Concrete block -out of plane				X	X			
Zeiger	Storm water	Bio swale and misc. site improvements				X	X			
FY 2018-2019 Projects			2014	2015	2016	2017	2018	2019	2020	2021
Brouillet	Mechanical Systems	Install a new digital control system - temperature control					X	X		
Brouillet	Seismic Enhancements	Pipes not braced					X	X		
District Wide	Portables	Demo 10 Portables						X		
Ferrucci	Electrical Systems	Elevator improvements					X	X		
Fruitland	Roofs	Replace existing single membrane roofing system					X	X		
Hunt	Mechanical Systems	Install a new digital control system - temperature control					X	X		
Hunt	Pavement & Sitework	Patch select paving areas					X	X		
Hunt	Seismic Enhancements	Pipes not braced					X	X		
Karshner	Interior Finishes	Install new Carpeting					X	X		
Karshner	Interior Finishes	Gym wall and ceiling upgrades					X	X		
Karshner	Seismic Enhancements	Equipment & pipes not braced					X	X		
Mountain View	Interior Finishes	Flooring replacement			X	Completed		X		
Mountain View	Pavement & Sitework	Parking lot paving			X	Completed		X		
Shaw Road	Seismic Enhancements	Pipes not braced			X	Underway		X		
Spinning	Combined Projects	Roof/Plumbing/HVAC/Elec./Sitework					X	X		
Woodland	Fields	Complete refurbishing of fields including drainage					X	X		
Woodland	Seismic Enhancements	Pipes not braced					X	X		
FY 2019-2020 Projects			2014	2015	2016	2017	2018	2019	2020	2021
Ballou	Portables	Reconfigure Portables					X	X	X	
Brouillet	Mechanical Systems	Replace the wet pipe sprinkler system at canopies					X		X	
Brouillet	Windows/Doors/Energy	Operable wall					X		X	
Brouillet & Stahl	Sewer Systems	1600 lineal feet					X		X	
ERHS	Bldg. Envelope	Paint and seal exterior			Paint Completed		X		X	
Ferrucci	Pavement & Sitework	West parking lot paving					X		X	
Hunt	Sewer Systems	Replace septic system					X		X	
Woodland	Sewer Systems	Replace septic system					X		X	
Firgrove	Combined Project	Roof/Bldg. Envelope/ Flooring/Interior Finishes/Sitework					(Select Items Completed)			X
Fruitland	Interior Finishes	Install new vinyl wall coverings					X		X	
Fruitland	Windows/Doors/Energy	Rollup door					X		X	
Maplewood	Fields	Complete refurbishing of fields, drainage and irrigation					X		X	
PHS Main	Interior Finishes	Flooring replacement					X		X	
Ridgecrest	Interior Finishes	Replace selective areas of vinyl tile and library carpet					X		X	
Ridgecrest	Pavement & Sitework	Replace select paving areas					X		X	
Ridgecrest	Sewer Systems	Replace septic system					X		X	
Riverside	Roofs	Replace roofing, flashings, and select decking					X		X	
Special Programs	Interior Finishes	Replace Flooring					X		X	
Spinning	Pavement & Sitework	Replace Select Paving Areas					X		X	
Stahl	Fields	Irrigate football field					X		X	
Stahl	Fields	Drainage of multi-purpose field					X		X	
Wildwood	Roofs	Replace existing single membrane roofing system					X		X	
Woodland	Windows/Doors/Energy	Insulation					X		X	
FY 2020-2021 Projects			2014	2015	2016	2017	2018	2019	2020	2021
Pope	Combined Project	Roof/Building Envelope/ Flooring/Finishes/Sitework								X
Shaw Road	Interior Finishes	Install new carpeting			X	Underway				X
Sunrise	Combined Projects	Roof/Bldg. Envelope/Flooring/Interior								X
Woodland	Interior Finishes	Install new carpeting					X			X

Legend

X	Revised Start
X	Original Start
X	Delete Project (Major Bond Project Planned)
	Update Information



School Property Descriptions

This Capital Facilities Plan provides a brief description of each school facility. The descriptions include such items as the date of construction and/or modernization, names of the architect and contractors and the identification of funding sources. They may include a short explanation of how the school was named. In addition, the descriptions identify what kind of permanent instructional spaces exist, the school's Condition and Suitability Score and a perspective of when the facility will be eligible for State Matching Funds for modernization.

BROUILLET ELEMENTARY SCHOOL (K-6)

17207 94th Avenue East

Puyallup, WA 98375

Brouillet Elementary School was opened in 1990 and is located in the Gem Heights Development on South Hill, west of Meridian Street South. The project architect was Burr Lawrence Rising + Bates of Tacoma, Washington, and the general contractor was C & T Construction, also of Tacoma, Washington. Brouillet Elementary was a state matched project with the local funds coming from the 1988 Bond Issue.

The school was named after Dr. Frank "Buster" Brouillet. Dr. Brouillet was a graduate of Puyallup High School where he also served as a teacher and counselor. Later, he served as a State Legislator and finished his professional career as the Superintendent of Public Instruction and President of Pierce College.

The education specifications for the permanent building was designed with a total of 18 general-use classrooms, two (2) kindergarten rooms, three (3) special education classrooms, and a number of smaller specialty instructional spaces. In addition, the school has one (1) of the District's prototype play sheds. In 2012, the building received a Building Assessment Score of 70. The school building became eligible for state matching funds for modernization or new construction in lieu of modernization in the year 2010. However, redevelopment of the Brouillet Elementary site is limited by Pierce County zoning regulations related to Thun Field. In general terms, these regulations restrict building improvements to the existing footprint.

CARSON ELEMENTARY SCHOOL (K-6)

8615 184th Street East

Puyallup, WA 98375

Carson Elementary School opened in September 2007 and was dedicated a month later in October 2007. The school is located on approximately 15 acres inside the Silver Creek Master Plan Development on South Hill, west of Meridian Street South, south of 176th Street East, having frontage along the west side of Gem Heights Drive.

The school was named after Emma L. Carson, who was the first teacher in the Puyallup School District in 1854. Classes were held in the Blockhouse along the Puyallup River, and there were four students in her class. A stone marker stands today at the site of the Blockhouse, and a chestnut tree that the Carson's planted is still living. Carson was one of 150 people honored during the Puyallup School District's 150th Anniversary celebration.

Carson Elementary was a state-matched project with the local funds coming from the 2004 Bond Issue. The project architect was BLRB Architects from Tacoma, Washington, and the general contractor was Commercial Structures, Inc. from Burien, Washington.

The school is designed to house a 750 student population and includes twenty-four (24) general classrooms, twelve (12) Small Group project rooms, three (3) kindergarten classrooms, two (2) music classrooms, three (3) specialty classrooms together with a library, technology lab, stage and gymnasium program areas.

In 2012, the school building received a Building Assessment Score of 90, which is the maximum score allowed for buildings older than one year. It will become eligible for state matching funds for modernization or new construction in lieu of modernization in the year 2037.

EDGERTON ELEMENTARY SCHOOL (K-6)

16528 127th Avenue Court East

Puyallup, WA 98374

Edgerton Elementary School opened in September 2007 and was dedicated a month later in October. The school is located on approximately 12 acres inside the Sunrise Master Plan Development on South Hill, east of Meridian Street South on the south side of 164th Street East.

The school was named after George W. Edgerton, a founding father of Puyallup, who served as a civic and business leader in the community. He was one of the 71 people who signed a petition to incorporate Puyallup in 1890 and was the last survivor of the group. His list of civic contributions are lengthy, including founder and director of Citizen's State Bank for 46 years, a founder and director of the Western Washington Fair, and a member of the Puyallup School Board for 24 years.

Edgerton Elementary was a state-matched project with the local funds coming from the 2004 Bond Issue. The project architect was BLRB Architects from Tacoma, Washington, and the general contractor was Neeley Construction from Puyallup, Washington.

The school is designed to house a 750 student population. The school includes twenty-four (24) general classrooms, twelve (12) small group project rooms, three (3) kindergarten classrooms, two (2) music classrooms, three (3) specialty classrooms together with a library, technology lab, stage and gymnasium program areas.



In 2012, the school building received a Building Assessment Score of 89, compared to a districtwide rating average of 76.4. It will become eligible for state matching funds for modernization or new construction in lieu of modernization in the year 2037.

FIRGROVE ELEMENTARY SCHOOL (K-6)

13918 Meridian South

Puyallup, WA 98373

Firgrove Elementary School is located on South Hill, west of Meridian Street South and south of 136th Street East. It opened in 1930 as part of the former Firgrove School District. In 1946, the Firgrove School District consolidated with the Puyallup School District. In 1951, a single classroom and a workroom were added to the original structure.

What is now known as the Main Classroom Building, was constructed and opened in 1961. A six (6) classroom addition was made on the north side of the building in 1977. A play shed was constructed in 1980. In 1986, the school was completely modernized. This remodel was a state matched project with local funding coming from the 1984 Bond Issue.

The school is designed with a total of 19 general-use classrooms, two (2) kindergarten rooms, four (4) special education classrooms, and a number of smaller specialty instructional spaces. In 2012, the main building received a Building Assessment Score of 67, compared to a districtwide rating average of 76.4. Firgrove is currently eligible for state matching funds for modernization or new construction in lieu of modernization.

FRUITLAND ELEMENTARY SCHOOL (K-6)

1515 South Fruitland

Puyallup, WA 98371

Fruitland Elementary School opened in 1965 and is located within the western portion of the City of Puyallup. The project architect was Seifert, Forbes and Berry of Tacoma, Washington, and the general contractor was KAM Construction, also of Tacoma, Washington.

The school was named Fruitland Elementary because it was located in an area that had become known as Fruitland. The Ross family, early pioneers to that area, had extensive fruit orchards, hence, the name Fruitland.

In 1991, the building was completely modernized and a small addition was made to the library. This remodel/addition was a state matched project with the local funds coming from the 1988 Bond Issue.

In 2006, an eight classroom, 12,700 SF addition was completed as part of the 2004 Bond Program.

The education specifications for the permanent building was designed with a total of 19 general-use classrooms, one (1) kindergarten room, two (2) special education classrooms and a number of smaller specialty instructional spaces. In addition, the school has one (1) of the District's prototype play sheds. In 2012, the building received a Building Assessment Score of 68, compared to a districtwide rating average of 76.4. The school building became eligible for state matching funds for modernization or new construction in lieu of modernization in 2011.

HUNT ELEMENTARY SCHOOL (K-6)

12801 144th Street East

Puyallup, WA 98374

Hunt Elementary School was opened in 1990 and is located on South Hill, east of Meridian Street South and just north of 144th Street East. The project architect was Burr Lawrence Rising + Bates of Tacoma, Washington, and the general contractor was C & T Construction, also of Tacoma, Washington. Hunt Elementary was a state matched project with the local funds coming from the 1988 Bond Issue.

The school was named after Mr. Warren D. Hunt. Mr. Hunt was a graduate of Puyallup High School and the University of Puget Sound. Warren was a local businessman and civic leader for many years. For 16 years he served as a member of the Puyallup School District's Board of Directors.

The education specifications for the permanent building was designed with a total of 18 general-use classrooms, two (2) kindergarten rooms, three (3) special education classrooms and a number of smaller specialty instructional spaces. In addition, the school has one (1) of the District's prototype play sheds. In 2012, the building received a Building Assessment Score of 76, compared to a districtwide rating average of 76.4. The school building became eligible for state matching funds for modernization or new construction in lieu of modernization in 2010.

KARSHNER ELEMENTARY SCHOOL (K-6)

1328 8th Avenue Northwest

Puyallup, WA 98371

Karshner Elementary School opened in 1953 and is located in west Puyallup, west of Meridian Avenue and north of Stewart Avenue. A major addition to the school was completed in 1962. The entire school was modernized in 1989. This remodel was a state matched project with local funds coming from the 1984 Bond Issue.

The school was named after Dr. Warner Karshner, who was a well-known doctor in Puyallup. Before becoming a doctor, he taught at Spinning School for a few years. Dr. Karshner was also a member of the state legislature for 12 years. He was always a supporter of the value of education.



Dr. Karshner and his wife traveled extensively throughout the world bringing many interesting souvenirs back to Puyallup. With those souvenirs, they founded the Karshner Museum in memory of their deceased son. The Museum is located in the old Stewart School Building, located in east Puyallup, east of Meridian Avenue and north of Main Avenue East.

The permanent school building was designed with a total of 12 general-use classrooms, one (1) pre-first classroom, one (1) kindergarten classroom and a number of smaller specialty instructional spaces. In addition, the school has one (1) of the District's prototype play sheds. In 2012, the building received a Building Assessment Score of 68, compared to a districtwide rating average of 76.4. It became eligible for state matching funds for modernization or new construction in lieu of modernization in 2009.

MAPLEWOOD ELEMENTARY SCHOOL (K-6)

1110 West Pioneer

Puyallup, WA 98371

The first Maplewood School was constructed in 1891 and consisted of four (4) classrooms. The school is located in west Puyallup, west of Meridian Avenue and just south of West Pioneer. Maplewood School was named in recognition of all the maple trees that existed in the vicinity.

The original structure was razed and the current building was constructed and opened in 1934. In 1948, a gym/stage and a seven (7) classroom addition were built. In 1952, an additional two (2) classrooms were built on the east wing.

In 1998, Maplewood Elementary School was completely modernized. The project also included construction of a gymnasium/stage facility. The project architect was Burr Lawrence Rising + Bates of Tacoma, Washington. The general contractor was Neeley Construction of Puyallup, Washington. The modernization/addition was a state matched project with local funding coming from redirected 1991 Bond Issue revenues.

The education specifications for the permanent building are designed with 13 general-use classrooms, one (1) kindergarten classroom, two (2) special education classrooms and a number of smaller specialty instructional spaces. In addition, the building has one (1) of the District's prototype play sheds. In 2012, the building received a Building Assessment Score of 83, compared to a districtwide rating average of 76.4. It will be eligible for state matching funds for modernization or new construction in lieu of modernization in the year 2029.

MEEKER ELEMENTARY SCHOOL (K-6)

409 5th Street Southwest

Puyallup, WA 98371

Meeker Elementary School was built in 1923 and is located in southwest Puyallup, west of Meridian Avenue and south of West Pioneer Avenue. In 1936, the school was remodeled and expanded. In 1948, another new addition was constructed.

In 1979, an arson fire damaged most of Meeker Elementary School, doing \$500,000 worth of damage. Double shifting at Maplewood Elementary School and the use of rooms at the Presbyterian Church enabled students to attend school while Meeker was being rebuilt.

It is assumed that Meeker Elementary School was named for Puyallup Valley pioneer, Ezra Meeker. Others have disputed that claim and think possibly another member of the Meeker family was the intended honoree. However, sometime in the 1960's the Puyallup School Board put the question to rest by officially designating the school as Ezra Meeker Elementary.

A major remodel and expansion of Meeker was completed in the summer of 2006. The work included a multi-purpose addition of about 4,000 SF and conversion of the existing gym into two classrooms.

The education specifications for the permanent building are designed for a total of 14 general-use classrooms, one (1) kindergarten room, two (2) special education classrooms and a number of smaller specialty instructional spaces. In addition, the building has one (1) of the District's prototype play sheds. In 2012, the building received a Building Assessment Score of 81, compared to a districtwide rating average of 76.4. It will be eligible for state matching funds for modernization or new construction in lieu of modernization in the year 2036.

MOUNTAIN VIEW ELEMENTARY SCHOOL (K-6)

3411 119th Avenue Court East

Edgewood, WA 98372

Mountain View Elementary School was opened in 1966 as part of a separate Edgemont School District. In 1967, the Edgemont School District and the Puyallup School District consolidated. Mountain View Elementary School is located on North Hill, east of Meridian Avenue North and south of 32nd Street East.

In 1979, the kindergarten and music addition was constructed. In 1991, the school was remodeled and several of the buildings were connected. This remodel/addition was a state matched project with local funds coming from the 1988 Bond Issue.

The education specifications for the permanent buildings are designed to have a total of 11 general-use classrooms, one (1) kindergarten room, one (1) special education classroom and a number of smaller specialty instructional spaces. In addition, the building has one (1) of the District's prototype play sheds. In 2012, the main building received a Building Assessment Score of 68, compared to a districtwide rating average of 76.4. It became eligible for state matching funds for modernization or new construction in lieu of modernization in 2011.



NORTHWOOD ELEMENTARY SCHOOL (K-6)

9805 24th Street East

Edgewood, WA 98371

Northwood Elementary School opened in 1974 and is located on North Hill, west of Meridian Avenue North and just north of 24th Street East. This school was one of seven (7) school projects constructed in Washington under the Washington School Building Systems Program (WSBSP), Program One. In this program, bidders were invited to design structural, roofing, mechanical, space division, ceiling lighting, carpet, casework and fire protection systems. The design of each of the seven (7) schools was finalized in the local districts using the same low bid components for each project. Non-system items such as site work, utilities, foundations, slabs, exterior walls, finish hardware, specialties and plumbing required to complete each project were added and bid on an individual basis.

The project architect for Northwood Elementary School was Brudevold & Putnam Architects of Puyallup, Washington, and the general contractor was William. B. Johnson of Sumner, Washington. In 1977, an addition was made at Northwood that added more classroom spaces.

The education specifications for the permanent building was designed for a total of 10 general-use classrooms, one (1) kindergarten room, two (2) special education preschool classrooms and a number of smaller specialty instructional spaces. In addition, the school has one (1) of the District's prototype play sheds. In 2012, the building received a Building Assessment Score of 59, compared to a districtwide rating average of 76.4. It is currently eligible for state matching funds for modernization or new construction in lieu of modernization.

POPE ELEMENTARY SCHOOL (K-6)

15102 122nd Avenue East

Puyallup, WA 98374

Pope Elementary School was opened in 1981 and is located on South Hill, east of Meridian Street South and just north of 152nd Street East. The project architect was Seifert, Forbes and Berry of Tacoma, Washington, and the general contractor was Pilcher Construction of Puyallup, Washington. Pope Elementary School was a state matched project with the local funds coming from the 1978 Bond Issue.

The school was named after Ms. Florence Pope. Ms. Pope was born on June 17, 1909, in Mabton, Washington, and was a graduate of Central Washington University and Columbia University. Florence began teaching in Prosser, Washington, in 1929, and later taught at Spinning Elementary in the Puyallup School District. She served as the Director of Elementary Schools in Puyallup from 1945 until her retirement in 1974. Florence Pope passed away on March 1, 1992.

The permanent building has a total of 18 general-use classrooms, two (2) kindergarten rooms, three (3) special education classrooms and a number of smaller specialty instructional spaces. In addition, the school has one (1) of the District's prototype play sheds. In 2012, the building received a Building Assessment Score of 80, compared to a districtwide rating average of 76.4. It is currently eligible for state matching funds for modernization or new construction in lieu of modernization.

RIDGECREST ELEMENTARY SCHOOL (K-6)

12616 Shaw Road East

Puyallup, WA 98374

Ridgecrest Elementary School was opened in 1981 and is located on South Hill, east of Meridian Street South and north of 128th Street East. The project architect was Seifert, Forbes and Berry of Tacoma, Washington, and the general contractor was Pilcher Construction Company of Puyallup, Washington. Ridgecrest Elementary School was a state match project with the local funds coming from the 1978 Bond Issue.

The school was named in recognition for its proximity to the western edge of the Sumner-Orting Valley.

The education specifications for the permanent building was designed for a total of 18 general-use classrooms, two (2) kindergarten rooms, three (3) special education classrooms and a number of smaller specialty instructional spaces. In addition, the school has one (1) of the district's prototype play sheds. In 2012, the building received a Building Assessment Score of 69, compared to a districtwide rating average of 76.4. It is currently eligible for state matching funds for modernization or new construction in lieu of modernization.

RIVERSIDE ELEMENTARY SCHOOL

5515 44th Street East

Puyallup, WA 98371

Riverside Elementary School opened in 1956 as part of a separate Riverside School District. The school was named in recognition for its proximity to the southern edge of the Puyallup River. The site is located west of the City of Puyallup, south of River Road and just north of 44th Street East. In 1962, the Riverside School District consolidated with the Puyallup School District.

In 1959, a two (2) classroom addition was made and the library was added in 1977. In 1990, the school was completely modernized. This remodel was a state matched project with local funds coming from the 1988 Bond Issue.

Prior to the 2007-2008 school year, the Puyallup School Board of Directors approved the closure of Riverside Elementary. The school's closure was based upon a number of significant factors. The school building is located in a floodplain that has a number of code requirements and restrictions including a restriction that disallows sewer connections. The school building has inadequate fire flow for a fire suppression system and is located in a



lahar zone. For these reasons, Pierce County Emergency Management recommends against expansion of the school.

Riverside Elementary had also experienced steady enrollment declines partly as a result of zoning restrictions in the attendance area. The school had declined by about 140 students over the 2001-2002 to 2006-2007 school years to a total of 89 students with no increase in student enrollment in the foreseeable future. The low enrollment levels created difficulty in balancing classroom sizes and efficiently operating the facility. Students at the school were reassigned to Waller Road Elementary and Karshner Elementary in the 2007-2008 school year and Riverside was closed as an elementary school.

Beginning in the summer of 2011, the district entered into a lease with the Puget Sound Education Service District (PSESD) to house their Re-Life program at Riverside. As an interim measure, this lease has been successful. However, the District's long-term plans are to sale and surplus the property.

SHAW ROAD ELEMENTARY SCHOOL (K-6)

1106 Shaw Road

Puyallup, WA 98372

Shaw Road Elementary School was opened in 1992 and is located in east Puyallup, south of East Pioneer and just west of Shaw Road. The project architect was Burr Lawrence Rising + Bates of Tacoma, Washington, and the general contractor was Absher Construction Company of Puyallup, Washington. Shaw Road Elementary was a state matched project with the local funds coming from the 1988 Bond Issue.

The school was named in recognition of its location. The north-south roadway that borders this school site and connects East Pioneer Avenue with Old Military Road was named Shaw Road after the Shaw family who moved to this area in 1901.

The education specification for the permanent building was designed to have a total of 18 general-use classrooms, two (2) kindergarten rooms, three (3) special education classrooms and a number of smaller specialty instructional spaces. In addition, the school has one (1) of the District's prototype play sheds. In 2012, the building received a Building Assessment Score of 81, compared to a districtwide rating average of 76.4. It became eligible for state matching funds for modernization or new construction in lieu of modernization in 2012.

SPINNING ELEMENTARY SCHOOL (K-6)

1306 East Pioneer

Puyallup, WA 98372

Spinning Elementary School began as a four (4) room school house in 1891. Spinning Elementary School is located in east Puyallup, east of Meridian Avenue and just south of East Pioneer Avenue.

The school was named after Frank R. Spinning. Mr. Spinning was born in Olympia, Washington, on August 6, 1860. Frank received his early education in an Indian school on the Puyallup reservation, later attending the public schools of Puyallup and Sumner, and completing his studies in the schools of Portland, Oregon.

In 1882, Mr. Spinning engaged in farming at a location in the Stuck Valley, three (3) miles north of Sumner. For many years Mr. Spinning took an active part in public affairs and served in a number of important official positions. For example, from 1883 to 1887 he was a member of the Board of County Commissioners and was a member of the Sumner School Board for 18 years.

A two (2) room addition was made to Spinning Elementary School in 1923 and a four (4) room addition was added in 1926. The V-shaped building was remodeled in 1935 and the play court, which was an outside play court, was made into an enclosed play court with a stage.

The east and west classroom wings were added to the V-building in 1961. In 1977, the special education wing was added. In 1985, the entire building was modernized with the exception of the special education wing. This remodel was a state matched project with local funds coming from the 1984 Bond Issue.

The education specifications for the permanent building was designed to have a total of 12 general-use classrooms, one (1) kindergarten room, three (3) special education classrooms and a number of smaller specialty instructional spaces. In addition, the school has one (1) of the district's prototype play sheds. In 2012, the building received a Building Assessment Score of 59, compared to a districtwide rating average of 76.4. It is currently eligible for state matching funds for modernization or new construction in lieu of modernization.

STEWART ELEMENTARY SCHOOL (K-6)

426 4th Avenue Northeast

Puyallup, WA 98372

The present Stewart Elementary School was constructed under the 1997 Bond Program as a replacement for the 1962 building and opened in 2002. During the 2001-02 school year, the school was temporarily relocated to the old Edgemont Junior High building to allow for construction of the new building. It is located on the same site as the old Stewart Elementary School, which is now known as the Karshner Museum building. The site also housed Puyallup's Central School. Stewart Elementary School is located in east Puyallup, east of Meridian Avenue and north of Main Avenue East.

The school was named after James P. Stewart. Mr. Stewart was born near Croten, New York, now known as Treadway, New York, on September 20, 1833. Stewart came to the Puyallup Valley in 1859 and was the first permanent settler to file a claim in the valley following the Indian War of 1855-56.



In 1860, Stewart began teaching school near Spanaway Lake. That same year, he was elected as probate judge of Pierce County. About that same time, the Puyallup School District was revived and directors voted to place a school on his land, near the location of Puyallup's Meridian Street Bridge. In 1861, J.P. Stewart was appointed as a school director.

Later in 1862, Stewart became the postmaster, a position he held for 11 years. By 1870, Mr. Stewart had gone into the hop farming business, while also continuing in the mercantile business. James P. Stewart died on January 13, 1895, at the age of 61.

An effort was made in the design to exploit the relationship with the Karshner Museum, thus the school serves as an extended gallery for the museum. Furthermore, the school has one (1) of the District's prototype play sheds. In 2012, the building received a Building Assessment Score of 90, which is the maximum score for a building over one year old. It will be eligible for state matching funds for modernization or new construction in lieu of modernization in 2032.

SUNRISE ELEMENTARY SCHOOL (K-6)
2323 39th Avenue Southeast
Puyallup, WA 98374

Sunrise Elementary School was opened in 1973 and is located on South Hill, east of Meridian Street South and just north of 39th Avenue Southeast. In 1977, a separate building addition was made, including the construction of a play shed. The education specifications for the permanent buildings were designed to have a total of 18 general-use classrooms, two (2) kindergarten rooms, two (2) special education classrooms and a number of smaller specialty instructional spaces.

In 2012, the building received a Building Assessment Score of 63, compared to a districtwide rating average of 76.4. It is currently eligible for state matching funds for modernization or new construction in lieu of modernization.

WALLER ROAD ELEMENTARY SCHOOL (K-6)
6312 Waller Road
Tacoma, WA 98443

Waller Road Elementary School first began in 1913 as a one-room school house named Woodrow School, in honor of our twenty-eighth president of the United States, Woodrow Wilson. The name was later changed to Waller Road Elementary School to fit the location of the school.

In the early 1920's, this small school building was moved to the rear of the school's current site. In 1936, a new three (3) classroom building was constructed on the same site. Waller Road Elementary School is located west of Puyallup, north of 64th Street East and just west of Waller Road.

In 1950, the Waller Road School District consolidated with the Puyallup School District and in 1953, the equivalent of three (3) more classrooms were added to the original 1936 structure. In 1960, three (3) classrooms and a play court were added on the north end of the building and six (6) classrooms, kindergarten, office area and multi-purpose rooms were added on the south side of the building.

The original Woodrow School remains a community center at its present location, about one quarter mile west and south of the Waller Road Elementary School site. Renovated as part of a 1976 bicentennial project by the Waller Road Grange, the little school house earns its keep mainly as a museum and center for community historical materials.

In 1985, the school was completely modernized. This remodel was a state matched project with local funds coming from the 1984 Bond Issue.

The education specifications for the permanent building was designed with a total of 12 general-use classrooms, one (1) kindergarten room, two (2) special education classrooms and a number of smaller specialty instructional spaces. In addition, the school has one (1) of the District's prototype play sheds. In 2012, the building received a Building Assessment Score of 66, compared to a districtwide rating average of 76.4. It is currently eligible for state matching funds for modernization or new construction in lieu of modernization.

WILDWOOD PARK ELEMENTARY SCHOOL (K-6)

1601 26th Avenue Southeast

Puyallup, WA 98374

Wildwood Park Elementary School opened in 1965 and is located in southeast Puyallup, east of Meridian Street South and south of 23rd Avenue Southeast. The project architect was Seifort, Forbes and Berry of Tacoma, Washington, and the general contractor was Absher Construction Company of Puyallup, Washington.

The school was named in recognition for its proximity to Wildwood Park, a city park located east of Meridian Street South and just north of 23rd Avenue East.

In 1976, a six (6) classroom addition was made on the east end of the building and a play shed was added in 1979. In 1991, the building was completely modernized and a small addition was made to the library. This remodel/addition was a state matched project with the local funds coming from the 1988 Bond Issue.

The education specifications for permanent building was designed to have a total of 18 general-use classrooms, two (2) kindergarten rooms, five (5) special education classrooms and a number of smaller specialty instructional spaces. In 2012, the building received a Building Assessment Score of 67, compared to a districtwide rating average of 76.4. It became eligible for state matching funds for modernization or new construction in lieu of modernization in 2011.



WOODLAND ELEMENTARY SCHOOL (K-6)

7707 112th Street East

Puyallup, WA 98373

Woodland Elementary School began as a one-room school house in 1884 in a separate Woodland School District. The original school was located at its present South Hill site, west of Meridian Street South and just north of 112th Street East. Between 1884 and 1907, two other replacement school buildings were constructed on this same site.

In 1937, the fourth replacement building was built at the corner of 112th Street East and Fruitland Avenue. Additions were made on the east and north sides of the school in 1943, 1952, and again in 1955. In 1956, the Woodland School District consolidated with the Puyallup School District. In 1962, on the east side of the Main Classroom Building, a covered play court was constructed. A new Woodland Elementary School building was opened on the east side of the site in 1993 and, at the same time, the structures located on the corner of 112th Street East and Fruitland Avenue were razed. The project architect on the new building was Burr Lawrence Rising + Bates of Tacoma, Washington, and the general contractor was L P & H Construction Company of Longview, Washington. This new Woodland Elementary School was a state matched project with the local funding coming from the 1991 Bond Issue.

The education specifications for the permanent building was designed to have a total of 18 general-use classrooms, two (2) kindergarten rooms, three (3) special education classrooms and a number of smaller specialty instructional spaces. In addition, the school has one (1) of the District's prototype play sheds. In 2012, the building received a Building Assessment Score of 82, compared to a districtwide rating average of 76.4. The building will be eligible for state matching funds for modernization or new construction in lieu of modernization in the year 2023.

ZEIGER ELEMENTARY SCHOOL (K-6)

13008 94th Avenue East

Puyallup, WA 98373

Zeiger Elementary School was opened in 1996 and is located on South Hill, west of Meridian Street South and south of 128th Street East. The project architect was Burr Lawrence Rising + Bates of Tacoma, Washington, and the general contractor was Neeley Construction of Puyallup, Washington. Zeiger Elementary School was a state matched project with the local funding coming from the 1991 Bond Issue.

The school was named in honor of Mr. C. Edward Zeiger. Mr. Zeiger began his career in education as a 5th and 6th grade teacher at Maplewood Elementary School in 1952. In 1958, Ed moved to Firgrove Elementary School where he served as the principal and taught in grades 5/6. Mr. Zeiger opened three new Puyallup School District schools as their principal. Ed retired in 1994 after 43 years of service to the District.

The education specifications for the permanent building was designed to have a total of 18 general-use classrooms, two (2) kindergarten rooms, three (3) special education classrooms and a number of smaller specialty instructional spaces. In addition, the school has one (1) of the District's prototype play sheds. In 2012, the building received a Building Assessment Score of 86, compared to a districtwide rating average of 76.4. Zeiger Elementary will be eligible for state matching funds for modernization or new construction in lieu of modernization in the year 2026.

AYLEN JUNIOR HIGH SCHOOL (7-9)

101 15th Street Southwest

Puyallup, WA 98371

The present Aylen Junior High School building opened in 2008 and was constructed under the 2004 Bond Program as a replacement project for the old Aylen Junior High building. The new Aylen Junior High remains on the same 17.67-acre site located just north of West Pioneer in downtown Puyallup, on the east side of 15th Street SW. The project architect was Northwest Architectural Company from Seattle and Spokane, Washington. The general contractor was Jody Miller Construction from Tacoma, Washington. The new 100,000 square foot school building houses thirty-nine (39) total teaching stations. This includes 21 classroom areas, 9 laboratory classrooms, and program space for band, chorus, drama, art, library, and gymnasium and weight/fitness room. It is designed to house an 800 student population.

Aylen Junior High School was first opened as West Junior High School in 1962, modernization /addition projects constructed in 1979 and 1986. In 1970, the school's name was changed from West Junior High School to Aylen Junior High School. Dr. Charles H. Aylen graduated from the University of Manitoba Medical School in Winnipeg, Canada, in 1915. He served as a general practitioner in Puyallup until he retired in 1950. Dr. Aylen also served on the Puyallup School Board for 12 years. Charles Aylen passed away on April 18, 1981.

In 2012, the building received a Building Assessment Score of 90, which is the maximum rating possible for a building of one year or more. It will be eligible for state matching funds for modernization or new construction in lieu of modernization in the year 2038.

BALLOU JUNIOR HIGH SCHOOL (7-9)

9916 136th Street East

Puyallup, WA 98373

The newly remodeled and expanded Ballou Junior High School was completed in 2001 as part of the 1997 Bond Program. It is located on South Hill, west of Meridian Street South and just south of 136th Street East. The project architect was Burr Lawrence Rising + Bates of Tacoma. Ballou Junior High was a state matched project with the local funds coming from the 1997 Bond Issue.



The school was originally built in 1970 and named in honor of Mr. Frank H. Ballou. Mr. Ballou was born in Sanborn, Iowa, and moved to the Firgrove Community in 1943. Frank was very interested in youth and the activities of youth. In an effort to provide better education for Firgrove children, he spearheaded the consolidation of the Firgrove Elementary School District with the Puyallup School District in 1950.

The permanent buildings have a total of 30 classroom spaces, one (1) enlarged gymnasium, one (1) multi-purpose space, two (2) special education rooms and several smaller specialty instructional spaces. In 2012, the building received a Building Assessment Score of 81, compared to a districtwide rating average of 76.4. Ballou JH will be eligible for state matching funds for modernization or new construction in lieu of modernization in the year 2031.

EDGEMONT JUNIOR HIGH SCHOOL (7-9)

2300 110th Avenue East

Edgewood, WA 98372

The new Edgemont Junior High School, one of the 1997 Bond Program projects, opened in the fall of 2001 and replaced the original school at the same site.

The Edgewood, Jovita and Mountain View school districts consolidated in 1936 creating the new Edgemont School District. Named for this "new" school district, the original Edgemont School was opened in 1938 on North Hill, east of Meridian Avenue North and just north of 24th Street East. In the beginning, the old school only had eight (8) classrooms and housed students in grades one through grade eight. Edgemont School changed to a junior high school in 1957 with the opening of Hilltop Elementary.

The permanent building has a total of 20 classroom spaces, one (1) gymnasium, one (1) practice gym, and several smaller specialty instructional spaces. In 2012, the building received a Building Assessment Score of 89, compared to a districtwide rating average of 76.4. It will be eligible for state matching funds for modernization or new construction in lieu of modernization in the year 2031.

FERRUCCI JUNIOR HIGH SCHOOL (7-9)

3213 Wildwood Park Drive

Puyallup, WA 98374

Ferrucci Junior High School was opened in 1982 and is located on South Hill, east of Meridian Avenue South and south of 23rd Avenue Southeast. The project architect was Burr and Associates of Tacoma, Washington, and the general contractor was Neeley Construction of Puyallup, Washington.

The school was named in honor of Dr. Vitt Ferrucci, a long-time area resident, veterinarian, and businessman. In addition, Dr. Ferrucci served the community as a School Board Member for over 38 years, from 1957 to 1995. Dr. Ferrucci was also a Board of Regents

member for Washington State University. Vitt Ferrucci was involved in numerous civic programs and resided in Puyallup until his death on June 1, 2009.

The 2004 Bond program funded a project to replace the roof along with the windows and flooring.

The permanent building has a total of 30 classroom spaces, one (1) gymnasium, one (1) multi-purpose space, three (3) special education rooms and several smaller specialty instructional spaces. In 2012, the building received a Building Assessment Score of 67, compared to a districtwide rating average of 76.4. Ferrucci is currently eligible for state matching funds for modernization or new construction in lieu of modernization.

GLACIER VIEW JUNIOR HIGH SCHOOL (7-9)

12807 184th Street East

Puyallup, WA 98374

Glacier View Junior High School was opened in 2008 and is located on South Hill, east of Meridian within the Sunrise Master Planned Community. The school building sits just east of Emerald Ridge High School on the shared 100-acre campus. It was constructed under the 2004 Bond Program to serve a growing population in the southeast area of the District.

The project architect was Northwest Architectural Company from Seattle and Spokane, Washington. The general contractor was Commercial Structures, Inc. from Burien, Washington. The new 102,299 square foot school building houses thirty-nine (39) total teaching stations. This includes 21 classroom areas, 9 laboratory classrooms, and program space for band, chorus, drama, art, library, and gymnasium and weight/fitness room. It is designed to house an 800 student population.

Glacier View Junior High was named after the Glacier View Wilderness area that borders the west boundary of Mt. Rainier National Park. It can be seen from the GVJH site when looking southeast towards Mt. Rainier. Glacier View Wilderness area was officially designated by Congress in 1984 to protect and preserve the scenic, alpine environments and to compliment the adjacent Mount Rainer National Park. Glacier View Junior High is a complimentary name to its neighbor, Emerald Ridge High School, while maintaining its own separate identity.

The site for Glacier View Junior High was purchased in December of 1992 from Rainier Ventures Limited Partnership for a sum of \$640,000.00. The parcel was originally purchased as a location for a future elementary school (Elementary 24) to accommodate anticipated enrollment growth from the Sunrise Development. Master planning for the 100-acre district-owned campus subsequently identified it as the appropriate location for the junior high.

In 2012, the building received a Building Assessment Score of 90, which is the maximum rating allowed for a building of at least one year of age. It will be eligible for state matching funds for modernization or new construction in lieu of modernization in the year 2038.



KALLES JUNIOR HIGH SCHOOL (7-9)

501 7th Avenue Southeast

Puyallup, WA 98372

The present Kalles Junior High School opened in 2007 and was constructed under the 2004 Bond Program as a replacement project for the old Kalles Junior High buildings. Although the address did change (previously 515 3rd St SE), the new Kalles Junior High remains on the same 15.49 acre site located east of Meridian Avenue South and on the north side of 7th Avenue Southeast in downtown Puyallup. The project architect was Northwest Architectural Company from Seattle and Spokane, Washington. The general contractor was Absher Construction from Puyallup, Washington. The new 100,000 square foot school building houses thirty-nine (39) total teaching stations. This includes 21 classroom areas, 9 laboratory classrooms, and program space for band, chorus, drama, art, library, and gymnasium and weight/fitness room. It is designed to house an 800 student population.

Kalles Junior High School was first opened as East Junior High School in 1956. In 1970, the name was changed to Eileen B. Kalles Junior High School. Mrs. Eileen B. Kalles, a long-time Puyallup resident and a leading citizen in education and community affairs, was a member of the Puyallup School Board for fifteen years, from 1952 through 1966. She was well known in state education programs and served on the Washington State Board of Education from October 1962 until January 1981. In addition to her heavy school responsibilities, Mrs. Kalles was active in numerous civic organizations in the city and county.

In 2012, the building received a Building Assessment Score of 90, which is the maximum rating allowed for a building of at least one year of age. The new Kalles Junior High building will be eligible for state matching funds for modernization or new construction in lieu of modernization in the year 2037.

STAHL JUNIOR HIGH SCHOOL (7-9)

9610 168th Street East

Puyallup, WA 98375

Stahl Junior High School was opened in 1993 and is located on South Hill, west of Meridian Street South and just south of 168th Street East. The project architect was Erickson McGovern Peterson Storaasli of Tacoma, Washington, and the general contractor was L P & H Construction Company of Longview, Washington. Stahl Junior High School was a state matched project with the local funding coming from the 1991 Bond Issue.

The school was named in honor of Mrs. Doris M. Stahl. Doris began her teaching career in 1939 in the Montesano School District. She moved to the Puyallup School District in 1942 and taught junior high spelling and penmanship.

After spending six (6) years in Arizona, Mrs. Stahl returned to the Puyallup School District in 1953 and taught English at Puyallup High School. At the time of her retirement, in 1981, Doris had taught for 33 years in the Puyallup School District, 31 at the junior high level.

The school was named in recognition of a teacher who represented excellence in the teaching profession and in the Puyallup School District. She was the consummate junior high teacher and was loved, respected, and appreciated by all that knew her. Doris Stahl passed away on January 20, 1983.

The permanent building has a total of 30 classroom spaces, two (2) gymnasiums, four (4) special education rooms and several smaller specialty instructional spaces. In 2012, the building received a Building Assessment Score of 70, compared to a districtwide rating average of 76.4. It will be eligible for state matching funds for modernization or new construction in lieu of modernization in the year 2023.

EMERALD RIDGE HIGH SCHOOL (10-12)

12405 184th Street East

Puyallup, Washington 98374

Emerald Ridge High School opened in 2000 as the District's third comprehensive high school. Emerald Ridge High School was the premier project of the 1997 Bond Program. The architect was Northwest Architectural Company from Seattle and Spokane, Washington. The general contractor was Lydig Construction from Spokane, Washington.

The building is based on the house concept which clusters classrooms into smaller areas which contain a common project area. The school is located on the 100-acre Sunrise campus on South Hill. The school is named after Emerald Ridge on Mount Rainier, which it faces. The building has one (1) gymnasium, and one (1) practice gymnasium, a student commons which serves as a lunch room, and a theatre which seats 450.

The site opened without a swimming pool, unlike the existing two comprehensive high school facilities. The space for a future pool facility has been set aside in the grassy area to the front of the gymnasium. A 400-student addition is also planned to connect to the classroom wing near the southeast end of the building. The mechanical and electrical systems have been sized for this addition.

In 2012, the building received a Building Assessment Score of 90, which is the maximum rating possible for a building at least one-year old. It will be eligible for state matching funds for modernization or new construction in lieu of modernization in the year 2030.

PUYALLUP HIGH SCHOOL (10-12)

105 7th Street Southwest

Puyallup, WA 98371

The district's first high school classes were held at Central School, the present site of the Karshner Museum building. In 1910, a newly constructed two-story brick building was built



at 105 7th Street Southwest and named Puyallup High School for its geographical location. Puyallup High School is located in the Puyallup Valley, west of Meridian Avenue and just north of West Pioneer.

In 1919, a gymnasium and auditorium were added to the original structure. However, a disastrous fire occurred in 1927, which virtually destroyed all the existing buildings.

Following the fire, a three-story building was rebuilt along with the addition of a south wing and an entry foyer. In 1935, a large auditorium was added to the building and two east wings were added to the buildings in 1938.

The Gym Building was built in 1958 and a Swimming Pool was constructed in 1962. The Library-Science Building was also constructed in 1962. It consists of a single-story library wing with a two-story classroom building serving the science program needs. In addition, a metal shop addition to the original Agriculture Shop Building was completed in 1962. In 1969, a 7,079 square foot Auto Shop Building was constructed on the southeast corner of the existing campus. In 1987, the Pool Building was torn down due to massive rot in the structural members. In 1989, a new Pool Building was constructed, which was attached to the Gym Building.

Several portions of the Puyallup High School campus had been modernized since the early 1970's. The Main Classroom Building was remodeled in 1971. In 1986, the Library-Science Building was modernized and in 1984 the Gym Building was remodeled.

The Main Classroom Building was again completely modernized in 1995. The project architect was Burr Lawrence Rising + Bates of Tacoma, Washington, and the general contractor was Absher Construction Company of Puyallup, Washington. This remodel was a state matched project with local funding coming from the 1991 Bond Issue.

A one-story building addition known as Phase I of the Puyallup High School Master Plan was completed prior to the 2009-2010 school year. The PHS Phase I construction is the last major project part of the 2004 Bond Program to be completed. It included relocating the Career and Technical Education classrooms and tennis courts along with the new softball field.

The permanent buildings have a total of 68 classroom spaces, and one (1) gymnasium, one (1) swimming pool, nine (9) special education classrooms and several smaller specialty instructional spaces. In 2012, the buildings had Building Assessment Scores as follows: 71 for the Main Classroom Building, 65 for the Gymnasium & Pool Building, 67 for the Library-Science Building, and 90 for the Career and Technical Education building.

Eligibility for state matching funds for modernization or new construction in lieu of modernization will occur as follows: 2025 for the Main Classroom Building, 2009 for the Gymnasium & Pool Building, 2006 for the Library-Science Building and 2039 for the Career and Tech Building.

ROGERS HIGH SCHOOL (10-12)**12801 86th Avenue East****Puyallup, WA 98373**

The original Rogers High School was opened in 1968 and is located on South Hill, west of Meridian Street South and just south of 128th Street East. The project architect was Seifort, Forbes and Berry of Tacoma, Washington and the general contractor was KAM Construction Company, also of Tacoma, Washington.

Rogers High School was named in honor of Governor John R. Rogers. Governor Rogers was a former school teacher, businessman and author, who moved to the Puyallup area in 1890. Elected to the House of Representatives in 1894, he introduced the Barefoot Schoolboy Law which provided state tax money (\$6.00 per child) to subsidize county schools. He was elected as Governor in 1896 and re-elected in 1900. Governor Rogers is buried in the Puyallup cemetery.

A separate Auto Shop Building was constructed in 1971 and a shop addition was built in 1977. A two (2) classroom addition to the Administration Building, a three (3) classroom science addition on the southwest side of the Main Classroom Building, Performing Arts Center were all added in 1983. The Rogers Swimming Pool facility was constructed in 1987.

All but the Performing Arts Center and the Pool facility were completely remodeled as part of the 1997 Bond Program and a student commons area was added to connect the cafeteria and gymnasium with the classroom building. Major mechanical system improvements and roof replacement were completed in 2005 for the Rogers Pool building.

The permanent buildings have a total of 53 classroom spaces, one (1) gymnasium, one (1) swimming pool, one (1) special education classrooms and several smaller specialty instructional spaces. In 2012, the buildings had Building Assessment Scores as follows: 82 for the Main Building, 59 for the Pool Building, 84 for the Administrative Building, 74 for the Technology Building, 66 for the Art Studio Building.

Eligibility for state matching funds for modernization or new construction in lieu of modernization for the buildings not remodeled in 2000 will occur as follows; 2003 for the Performing Arts Building, weight room and other 1983 classroom additions and 2007 for the Swimming Pool Building. Those buildings remodeled in 2000 will be eligible in 2030.

WALKER HIGH SCHOOL (8-12)**5715 Milwaukee Avenue East****Puyallup, WA 98372**

In 1975, at the time of its origin, E. B. Walker High School was known as the Puyallup Continuation School (PCS) and was located in the gym portion of the old North Puyallup Elementary School. A separate North Puyallup School District consolidated with the Puyallup School District in 1958, however, only the gym portion of the original building



remained. The school is located in North Puyallup, east of Meridian Avenue and south of Valley Avenue Northeast.

In 1986, a new PCS building was constructed on the south side of the present site and the old North Puyallup gym was burned down. The project architect was Erickson McGovern Architects of Tacoma, Washington, and the general contractor was Robert Smith Builders, also of Tacoma, Washington. This was a state matched project with the local funding coming from the 1984 Bond Issue. Also, when the new school opened it was renamed the Puyallup Alternative School (PAS).

In 1994, the PAS was again renamed E.B. Walker High School in honor of Mr. Edmund B. Walker. Mr. Walker was born in New Albany, Indiana, in 1861 and that was where he began his career in public education. After moving west, Edmund Walker became Principal of Spinning School in Puyallup, then Superintendent of the Auburn School District and then Superintendent of the Puyallup School District. During Walker's twelve (12) year tenure as Puyallup's Superintendent, he was very active in civic affairs. He was known for his progressive and helpful spirit toward all educational policies. E.B. Walker passed away in 1921.

The permanent building has a total of five (5) classroom spaces, as well as a multi-purpose room. In 2012, the building had a Building Assessment Score of 80. It is currently eligible for state matching funds for modernization or new construction in lieu of modernization.

Support Facilities Inventory

Support Facility Descriptions

This plan provides a brief description of each support facility. The description includes such items as the use of the facility, the square footage of the buildings, the site size, the purchase date and price, from whom it was purchased and other related information.

BUSINESS SERVICES BUILDING

109 East Pioneer

Puyallup, WA 98372

This office building presently houses support staff from Accounting and Purchasing Services. The facility is located in east Puyallup, east of Meridian Avenue and just north of East Pioneer Avenue, see location. The building has a total of 6,284 square feet on two (2) levels and an adjacent parking lot with nine (9) regular parking stalls and one (1) handicap parking stall. The building was previously referred to as the Learning Resource Center.

The building was constructed in 1928. The District leased it from Puget Sound Power & Light Company in 1963 and relocated their central administrative staff from a location by Puyallup High School. The District purchased the building in 1966.

The McVittie Building was located adjacent to 109 (east side) at the corner of East Pioneer Avenue and 2nd Street Southeast. The District purchased that property in 1981 and razed the building and constructed the parking lot in 1988. In 2012, the building received a remodeled façade, including new windows providing better energy efficiency and comfort for staff working in the front offices.

CENTRAL KITCHEN

1501 39th Avenue Southwest

Puyallup, WA 98373

This facility provides all the elementary school lunches, as well as supplying food products to support all of the District's secondary kitchens. The Central Kitchen is located on South Hill, west of Meridian Avenue and north of 39th Avenue Southwest. The building is connected to the west side of the Warehouse building.

The Central Kitchen was constructed in 1997, with funding coming from the 1991 Bond Issue. The project architect was Burr Lawrence Rising + Bates Architects of Tacoma, Washington, and the general contractor was Jody Miller Construction Company, also of Tacoma, Washington.

The kitchen facility has a total of 16,900 square feet, including office and conference room spaces, and an adjacent parking lot with 39 regular parking stalls and two (2) handicap parking stalls.



EDUCATION SERVICE CENTER (ESC)

302 2nd Street Southeast

Puyallup, WA 98372

The Educational Service Center (ESC) is located at the southeast corner of Meridian and Pioneer in downtown Puyallup, Washington. The building has an area of 22,262 square feet and serves to house many of the District's central office functions. The District moved its offices to this leased location in 1998 and subsequently purchased the building. While this consolidation was a considerable improvement over the previously spread out offices, it lacks the space needed to consolidate business services, special services, operations, and other support services into one central location.

OPERATIONS/TRANSPORTATION

323 12th Street Northwest

Puyallup, WA 98371

These buildings house a portion of each of the District's Operations and Transportation departments. The site houses two permanent structures and three portable buildings. It is the home of the District's sole bus mechanic shop. It also provides bus parking for 113 bus vehicles, not including staff parking areas.

A portion of the main bus driveway, located on the north side of the two-story office building is not owned by the District; rather the land is leased by the District to provide ingress/egress from 12th Street NW to the bus yard. In 2010, the District purchased an additional .5 acre site on the south side of the office building to, in part, provide an alternative means of access in the future. The land acquisition also allowed for a parking lot expansion, the addition of a second and third portable building, and a 30-ft. landscape buffer between the parking lot/portable improvements and the neighboring property to the south.

INFORMATION TECHNOLOGY CENTER (at South Hill Support Center)

1501 39th Avenue Southwest

Puyallup, WA 98373

In the summer of 2007, ITC was relocated from a 5,000 square foot building located at the Kalles Junior High campus to the newly-constructed 10,000 square foot building located at the South Hill Support Center site near Costco. Other site improvements at the SHSC at that time included parking lot improvements to accommodate a portion of the school bus fleet on South Hill, installation of a double portable to house a new office location for the Transportation department, and frontage improvements along 17th St SW as required by the City of Puyallup.

KARSHNER MUSEUM AND CENTER FOR CULTURE AND ARTS

309 4th Street Northeast

Puyallup, WA 98372

The Karshner Museum is a teaching museum owned and operated by the Puyallup School District. The museum was founded by Dr. and Mrs. Warner M. Karshner as a lasting memorial for their only son, Paul, who died in 1924 from polio. The Karshner's idea for the memorial grew and took form after a visit to the British Museum in London. They saw the English students thoroughly enjoying their visit to the museum. It was their wish that Puyallup children might have these experiences too.

When the museum was founded in 1930, it was located in Puyallup High School. The museum was moved in 1965 to its present location in the old Stewart School building. A major interior remodel of the museum was completed prior to the 2014-15 school year in conjunction with the site's renewed mission to create exhibitions and learning experiences which will help visitors make connections between themselves and the world in which we live.

The museum is located next to Stewart Elementary in the northeast area of Puyallup (see Map 4). The museum building has approximately 5,000 square feet.

SPARKS STADIUM

601 7th Avenue Southwest

Puyallup, WA 98371

Before the opening of Rogers High School in 1968, the sports facility, now known as Sparks Stadium, was called Viking Field. The field was grass, with a wooden covered grandstand on the south side of the field and open metal bleachers on the north side of the field. The cinder track ran in front of the grandstands, but behind the bleachers, due to the small size of the overall site.

In 1969, Viking Field was renamed Sparks Stadium in recognition of Mr. Carl Sparks. Mr. Sparks moved to Puyallup in 1939. He served as head basketball and head football coach at Puyallup High School. Carl was also Puyallup School District's first Athletic Director.

In 1987, the Sparks Stadium facilities were completely remodeled and expanded. Covered grandstands were constructed on both the home side and visitor side of the field. An artificial turf was installed on the field and the track has a rubberized all-weather surface. A parking lot was constructed just south of the home grandstand.

A total of 15 separate properties were purchased on the south side of the site, along 7th Avenue SW. One property was purchased on the west side of the site, along 7th Street SW. Most recently, in 2013, the District purchased a second property along 7th Street SW, at the corner of 5th Avenue SW, known as the Sparks Stadium 5-unit apartments. The apartment building has since been demolished and the District has submitted to the City of Puyallup a



Right-of-Way Vacation request related to the abutting alley. The District plans to utilize the area in the future as an additional practice field.

The stadium is located west of Meridian Avenue and south of West Pioneer Avenue. In the summer of 2008, Sparks Stadium was renovated to include a new field turf and track to go along with a new scoreboard and sound system.

The District and the Washington State Fair have maintained an agreement to provide overflow parking at the Fair's Red Parking Lot, located to the south across 7th Ave SW from Sparks Stadium, over the past several decades.

SPECIAL SERVICES BUILDING

214 West Main

Puyallup, WA 98371

This office building houses the administration and support staff for the District's Special Services and Programs. The facility is located in west Puyallup, west of Meridian Avenue and north of West Pioneer Avenue. The building has a total of approximately 9,000 square feet combined including an unfinished mezzanine and an adjacent parking lot with 22 regular parking stalls and 1 handicap parking stall.

The building had been operated as the Black Kettle Restaurant prior to its purchase by the District in 1985. The purchase price was \$120,000.00. The building was then remodeled and the District relocated the administrative and support staff for the Special Services and Programs Department from a house located across the street (west side) from Puyallup High School.

SUMMIT AT SPARKS

615 7th Avenue Southwest

Puyallup, WA 98371

This property was purchased from John and Joanne Hopper in 1986 for \$67,500.00. It's located west of Meridian Avenue and south of West Pioneer Avenue, just west and adjacent to the home grandstand parking lot at Sparks Stadium. At the time of the purchase, the property consisted of a single-family home sited on a city lot. The property was purchased to accommodate future expansion of the facilities at Sparks Stadium.

Soon after its purchase, the house was remodeled to house the STARS, Assessment Center and Options programs. In the fall of 1995, the house suffered an arson fire and was subsequently demolished. Now two modular buildings totaling approximately 3,600 sq. ft. combined, house the STARS/SUMMIT programs.

TEXT BOOK AND MEDIA CENTER AND SCIENCE RESOURCE CENTER (Former Hilltop Elementary Multi-purpose Building)

2110 110th Avenue East

Edgewood, WA 98372

This building houses and maintains an inventory of the District's instructional materials and supports the elementary science kit program.

The facility, located on North Hill next to Edgemont Junior High, east of Meridian Avenue North and north of 24th Street East, is the former Hilltop Elementary multi-purpose building. The building was originally constructed in 1977.

WAREHOUSE/CENTRAL KITCHEN (at South Hill Support Center)

1501 39th Avenue Southwest

Puyallup, WA 98373

This building houses an inventory of food products and general school supplies for the Puyallup School District. The facility is located on South Hill, west of Meridian Avenue and north of 39th Avenue Southwest. The Warehouse was constructed in 1987, with funding coming from the 1984 Bond Issue. The building has a total of 12,873 square feet, including some office spaces.

In 2007, a remote 1,728-square foot portable transportation facility was completed to go along with the paved parking improvements adding an additional 82 school bus parking capacity within the District. In addition, the 10,000-square foot Information Technology Center (ITC) was completed, allowing the District's Information Technology department to relocate from Kalles Junior High.



Undeveloped / Underdeveloped Properties Descriptions

Property Descriptions

This Capital Facilities Plan provides a brief description of each property. The descriptions include such items as the site size, the purchase date and price, from whom it was purchased, the current zoning and other related information.

BALLOU SITE

When Ballou Junior High School was first constructed in 1970, it was built on leased land owned by the Washington State Department of Natural Resources. On May 28, 1992, the District purchased the Ballou site for a sum of \$1,675,000.00. The Ballou site has approximately 29.69 acres and is L-shaped with street frontage on Meridian Avenue (SR 161) and 136th Street E.

This property is located in an unincorporated area of Pierce County. The entire site has a zoning designation of Community Center. One can locate the site by traveling south on Meridian (SR 161), turning right and heading west on 136th Street E. The site is immediately on your left.

The work of the Citizens Facilities Advisory Committee, submitted to the Board in 2011, indicated a need to replace Firgrove Elementary to the west of its present location and to the south of Ballou Junior High School. Relocating Firgrove Elementary School in this manner will allow the potential sale of school property along Meridian Ave E.

Consideration of selling any of this property would best be deferred until such time that the Firgrove relocation project becomes a reality and the site design has been completed. This approach allows the District the needed flexibility in site design and the conditional use process.

ELEMENTARY #24 SITE (Sunrise property)

This property was purchased in October of 1993 from Rainier Ventures Limited Partnership for a sum of \$1,100,000.00. This site is contiguous with Emerald Ridge High School and Glacier View Junior High school. The site was originally purchased as a location for what is now Glacier View Junior High. Master planning for the 100-acre district-owned property, subsequently identified the site as the appropriate location for the elementary school.

This site has approximately 24 total acres, although it is estimated at this time that the net usable acreage is approximately 17 acres, based upon the presence of some steep slope and wetland areas. It is mostly rectangular in shape with future street frontage along 180th Street E. This site is covered with a stand of second growth trees. The site topography is mostly flat

or slightly sloping with the exception of the steep slope that borders the southern boundary of the parcel.

This property is located inside the Sunrise Master Plan Development, an unincorporated area of Pierce County. The Sunrise Development is subject to the Pierce County 2001 zoning regulations and the Sunrise Master Plan currently designates the site as “School” space. The Sunrise developers are contractually obligated to provide the basic infrastructure to this future school site, including the main street systems and utility trunk lines.

One can locate the site by traveling south on Meridian (SR 161), turning left (going east) on Sunrise Blvd., turning right onto 122nd Avenue E. and then turn left (going east) on 180th Street E. (not yet developed). This site is located on the south side of the future 180th Street E. at approximately the 130XX block.

ELEMENTARY #25 SITE (Crimson Ridge property)

This 16.84 acre property was purchased in January of 2007 for a total sum of \$5,810,000 (approximately \$345,000 per acre) excluding District consultant costs. The site was purchased as a location for a future elementary school to relieve overcrowding and accommodate anticipated enrollment growth in the southwest area of the District.

The property is located on 144th Street East, just west of 80th Avenue Court East. It is an “L” shaped property with a relatively uniform slope from east to west. There are no wetlands or other critical areas on the property, although there are potential open space requirements. The open space requirements would not preclude building a school on the site. This site is covered with a stand of second growth trees. It can be accessed from a public road and utilities are readily available in the right-of-way.

The site had been approved by the County for a planned development referred to as Crimson Ridge prior to the District offer to purchase. The development proposed building 88 “open air” condominiums.

FIRWOOD SITE

In 1960, the Firwood School District #99 consolidated with the Puyallup School District #3. At the time of consolidation, the Firwood School District had only one (1) school site located on Freeman Road, which is in the northwest portion of the Puyallup School District. Firwood Elementary School consisted of a Classroom Building and a separate Gymnasium Building located on approximately a 6.66 acre site. Those two (2) buildings plus a small outbuilding were all located on the northern end of the site.

In 1963, the Puyallup School District deeded a very small portion (approximately 4,100 square feet) of the southernmost portion of the Firwood site to the Pierce County Fire District No. 10. They used the site to construct a fire hall. In 1980, an additional portion (approximately 14,500 square feet) of the Firwood site was leased to the Pierce County Fire Protection District No. 10. This leased property is located just north and adjacent to the property that had earlier been deeded to the Department. The Fire Department needed the



additional property so they could move a temporary building or mobile trailer onto the site as resident living quarters for Fire District employees or volunteers.

In 1992, the Puyallup School District razed the Firwood Classroom Building and made several improvements to the Gym Building. Presently, the Gym Building and small outbuilding on the north property line are used for storage. A fenced area behind (west side) the Gym Building, and what use to be the location of the Classroom Building, is used as outdoor “bone yard” storage.

The center portion of the Firwood site is triangular in shape and consists of approximately 3.0 acres. This portion of the Firwood site is vacant except for blackberry bushes located along the west property line. The property appears to be flat.

The Washington State Department of Transportation’s previous plans to acquire this property for the planned Hwy 167 Extension project have changed. The highway corridor is now planned to run just north of the Firwood site and WSDOT no longer has interest in the site. Ultimately, the District would like to surplus this site and replace the storage space at the Central Warehouse facility located at the South Hill Support Center. The site currently has an industrial land use designation and zoned public use/open space within the City of Fife.

LDS SITE (including Heritage Recreation Center)

This property was purchased in July of 1985 from the Church of Jesus Christ of Latter-day Saints for a sum of \$468,000.00 (approximately \$10,100.00 per acre). Initially, the site was purchased with no particular purpose in mind other than it was a large piece of available property at a good price. It obviously had some potential for being developed by the District.

At the time the LDS site was purchased, it had approximately 46.45 acres and was rectangular in shape with street frontage on 128th Street E. and 94th Avenue E. After construction of Zeiger Elementary School, approximately 32.04 acres of the LDS site remained undeveloped. In September 2002, a fifty year inter-local agreement with Pierce County to develop a large portion of the site for use as athletic complex (Heritage Recreation Center) was approved by District and Pierce County leadership. An approximate 8.80 acre portion now remains available for other District uses. Several of those acres along the south property line are wetlands. Furthermore, a Bonneville Power line easement, a storm drainage easement and a sewer line easement all exist close to the south property line, making part of the area non-buildable. At this time we would estimate that approximately four acres of this remaining parcel remain as potential residential building or a park site.

One can locate the site by traveling south on Meridian (SR 161), turning right on 128th Street E. and going west, turning left on 94th Avenue E. and going south. The site is located on the west side of 94th Avenue E. and the south side of 128th Street E.

LIDFORD SITE

This property was purchased in July of 1971 from Helmer and Pearl Wold for a sum of \$5,000.00. The site was purchased as the location for a second elementary school on the West Hill (Waller Road) portion of the District. The vision was to use the Lidford site in conjunction with a ten (10) acre County Park (i.e., Lidford Playfield) that is located directly to the north, across 60th Street E.

The Lidford site has approximately 1.1 acres and is rectangular in shape with street frontage on 60th Street E. and 44th Avenue E. This site is covered with a stand of second growth trees. The property slopes rather gently from the east property line downward towards the west property line.

This property is located in an unincorporated area of Pierce County and presently has a zoning designation of Rural Separator. One can locate the site by traveling west, out of the valley floor, on 72nd Street E., turning right on 44th Avenue E. and going north until you reach 60th Street E. The property lies on the south side of 60th Street E. and the left (west) side of 44th Avenue E.

Utilities are readily available to the site. In 1985, a power line easement was granted to the City of Tacoma for, and on behalf, of its Department of Public Utilities. However, the District reserved the right to revoke the easement and have the power lines removed at no cost to the District if the property were to be sold.

This property has been declared surplus to District needs by the School Board. It is planned to be sold.

MASTERS SITE

This property was purchased in March of 1980 from Joseph and Barbara Masters for a sum of \$125,606.00 (approximately \$8,800.00 per acre). Given the growth that was taking place on South Hill, this site was purchased as the location for a future elementary school.

The Masters site has approximately 14.29 acres and is L-shaped with street frontage on 110th Avenue E. and 170th Street E. The site is covered with brush and what appears to be a stand of second growth trees. The property is level and rolling, sloping ever so gently from the east property line towards the west property line.

This property is located in an unincorporated area of Pierce County and due to 2003 zoning changes cannot be used as an elementary school at present. The site has a zoning designation of High Density Residential under the County's adoption of the South Hill Community Plan in 2004. The site is also located in the Thun Field Safety Zone 6 which limits the placement of a new elementary school within its boundaries. One can locate the site by traveling south on Meridian (SR 161), turning left on 152nd Street E. and going east until you reach 110th Avenue E., then turning right and heading south. The west property line of the Masters site is



located approximately 480 feet north of the intersection of 110th Avenue E. and 170th Street E. on the left (east) side of 110th Avenue E.

A soils report prepared by the United States Department of Agriculture's Soil Conservation Services for Pierce County issued in 1979 indicated that the Masters site has Indianola Loamy Sand on the largest portion of the site. This soil can support an on-site sewage system. Utilities are readily available, with public sewer being approximately two (2) blocks to the south. Other than the "Zone 6 Safety Zone" designation, this is an excellent building site.

WAREHOUSE SITE

This property was originally purchased in April of 1986 from Donald and Edith Kessler for the sum of \$320,000. Given the overall growth of the Puyallup School District, there was a need to establish greater central warehousing capacity. As a result, this site was purchased because it was centrally located within the Puyallup School District and because of its close proximity to Highway 512. In 2006, the District purchased two adjoining residential properties for expansion of the facilities.

The Warehouse site has approximately 19.2 acres with street frontage on 39th Avenue SW and 17th Street SW in City of Puyallup. At the time of purchases there were a number of residential buildings on the properties. All but one of those buildings has been razed. The remaining house, previously utilized by the District's Science Resource staff to prepare science kits, will be razed in the near future.

In 1987, the District constructed a Warehouse facility on the northern-most five (5) acres of the site. In addition, the District constructed and opened the District Central Kitchen facility in 1998 on the west side and adjacent to the Warehouse.

The southern portion of the Warehouse site is rectangular in shape and consists of approximately 9.6 acres. This portion of the Warehouse site contains a fenced enclosure for bus parking. The property is reasonably flat.

"WORM FARM" SITE

This property was purchased in May of 1970 from Bennie and Eva Berg for a sum of \$15,000.00. Given the growth that was beginning on South Hill, this site was purchased as the location for a future elementary school.

The "Worm Farm" site has approximately 9.59 acres and is square in shape, with street frontage on 17th Street SW. The site is vacant except for scattered trees, mostly cedar, along the west property line and some blackberries near the south property line. At one time in the past, there were some outbuildings located along the north property line that the District rented to a gentleman who was commercially raising angle worms, hence, the property became affectionately known as the "Worm Farm" site. The property slopes gently downward from the south property line towards the north property line.

On January 1, 2009, the Worm Farm site property was annexed into the City of Puyallup as part of the “West Hills Annexation”. The site is currently zoned as Public Facilities by the City of Puyallup. The northeast corner of the “Worm Farm” site is located approximately 375 feet south of the intersection of 23rd Avenue SW and 17th Street SW, on the west side of 17th Street SW.







SUMNER SCHOOL DISTRICT CAPITAL FACILITIES PLAN 2016-2021

Adopted on _____
by the School District Board of Directors

SUMNER SCHOOL DISTRICT CAPITAL FACILITIES PLAN 2016-2021

Acknowledgements

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TABLE OF CONTENTS

Chapters

1. Executive Summary	Pg. 2
2. About the District	Pg. 4
3. District Standards	Pg. 10
4. Student Enrollment Projections	Pg. 13
5. Facility Inventory & Capacity	Pg. 17
6. Future Facility Needs & Strategies	Pg. 24
7. Capital Projects & Funding	Pg. 30

Figures

Figure 1. Elementary Attendance Boundaries	Pg. 7
Figure 2. Middle School Attendance Boundaries	Pg. 8
Figure 3. High School Attendance Boundaries	Pg. 9
Figure 4. Location of Large Developments Providing New Housing	Pg. 16
Figure 5. Sumner School District and Urban Growth Area Boundaries	Pg. 29

Tables

Table 1. October Student Enrollment, 2010-2015	Pg. 13
Table 2. Projected October Student Enrollment, 2016-2021	Pg. 14
Table 3. School Facilities	Pg. 17
Table 4. Additional Facilities & Real Property	Pg. 18
Table 5. Projected Surpluses & Deficits in Student Capacity	Pg. 25
Table 6. Projects Planned to Provide New Student Capacity, 2016-2021	Pg. 26
Table 7. Capital Projects & Finance Plan, 2016-2021	Pg. 32
Table 8. Single Family Impact Fee Calculation	Pg. 33
Table 9. Multi-family Family Impact Fee Calculation	Pg. 34

Appendices

Appendix 1. Projected Surpluses & Deficits in Student Capacity, 2016-2021	
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1. EXECUTIVE SUMMARY

Purpose of the Capital Facilities Plan

This Capital Facilities Plan describes the capital improvements that are anticipated to be needed over the next six years and the longer-term in order to provide projected student populations with quality educational services that meet District standards. It supports other District planning efforts, as well as the planning efforts of Pierce County and the cities of Bonney Lake, Edgewood, Pacific and Sumner. The plan is also an informational resource for District communities.

The plan contains information on existing facilities, district service standards, student enrollment projections, forecasted future facility needs, funding strategies, a capital projects and finance plan showing costs and funding sources for projects planned in the next six years, and impact fee calculations. This is consistent with requirements for capital facilities plans in the Washington State Growth Management Act and the Pierce County Code. The District annually updates its plan and provides it to Pierce County and local jurisdictions for review and adoption as part of their comprehensive plans.

Forecasted Future Facility Needs

A number of factors influence the District's capital facilities needs. These include aging buildings, changes to District service standards, student enrollment increases, educational programming and community programming needs, and changes to development regulations governing the types of improvements the District can make on its properties.

The District's forecasted future facility needs are similar to those described in last year's plan. The overall projected need for new facility space to accommodate future students has increased somewhat. This is due to changes in the District's class size standards and updated student capacity calculations that reflect current District standards and programming needs. Additionally, the District observed higher than expected student enrollment at some locations in the summer of 2016 and plans to have a new demographic study with enrollment projections prepared in the spring of 2017 for use in preparing next year's plan.

Capital project needs for the next six years and for the longer-term are listed below and discussed in more detail in Chapter 6. The Capital Projects Bond approved by voters in February of 2016 will provide funding for the majority of the items on the six-year list.

Six-Year Project List

- New Early Learning Center on Sumner Middle School campus
- Replacement of Emerald Hills Elementary
- New elementary school in the Tehaleh development
- Expansion of Mountain View Middle School
- Renovation and expansion of Sumner High School
- Performing Arts Center and other improvements at Bonney Lake High School

- Field improvements at middle schools
- District-wide security upgrades
- New location for Elhi Hill program
- Swimming pool replacement options
- Property acquisition associated with the expansion and addition of facilities
- Installation of new portable classrooms

Longer-Term Project List

- Maintenance and upgrades to Crestwood Elementary
- Maintenance and upgrades to Liberty Ridge Elementary
- New Early Learning Center on Emerald Hills Elementary campus
- New Early Learning Center on new elementary school campus in Tehaleh development
- New elementary school in Plateau 465 development
- New elementary school in Falling Water development
- New middle school (location TBD)
- Potential need for new high school
- Expand or replace transportation facility
- Expand or replace maintenance and operations facility
- Expand or replace space for the Technology Department
- New or different space for itinerant staff

Strategies for Meeting Facility Needs

The District's strategy for meeting future facility needs is multifaceted. The District maintains and upgrades existing facilities, expands existing facilities, constructs new facilities, and purchases and upgrades buildings that can be repurposed for District use. The District occasionally makes boundary line adjustments to reduce overcrowding at individual schools. The District uses portable classrooms to address temporary capacity needs as it works to provide permanent classroom space for all students.

Funding Sources

Chapter 7 contains a capital projects and finance plan with the anticipated costs and funding sources for capital improvements planned within the next six years. It also includes a discussion of the funding sources that are generally available to the District for capital projects, including bonds, levies, state matching funds and impact fees. The District is committed to meeting future facility needs in a cost-efficient manner while maintaining quality educational services.

2. ABOUT THE DISTRICT

The Sumner School District encompasses areas within the cities of Bonney Lake, Edgewood, Pacific and Sumner, and unincorporated Pierce County. With 13 schools, a performing arts center, a community swimming pool, a public gymnasium and support facilities, the District serves more than 9,000 students. The District's current grade configuration serves students in grades K-5 in elementary schools, grades 6-8 in middle schools and grades 9-12 in high schools. Maps showing the District's location and attendance boundaries are provided at the end of this Chapter.

Recognized as one of the premier districts in the South Sound, the Sumner School District has a supportive community with great expectations for students. Locally, the District has a well-earned reputation for providing the highest level of service and for its commitment to increasing student achievement. With a strong pledge to serve children and their families, established community partnerships support learning initiatives to ensure a quality education for every child, making the Sumner School District the best place to learn!

Mission Statement

We believe it is our responsibility to ensure the best education for all of our students. We believe in success for students and staff every day.

Our Staff

The Sumner School District employs over 1,000 knowledgeable and dedicated staff members over 500 of whom are certificated employees. Sixty percent of our teachers have Masters of Arts degrees and approximately 15 percent of our certificated staff have successfully earned their National Board Certification. The District is fortunate to have the number of staff earning "the profession's mark of accomplished teaching" grow each year.

Education and Community

The District has many projects that include community partners in our schools. These have one thing in common –a shared goal of helping our students be successful. Business partnerships provide volunteers, shared resources and valuable experiences to students and staff, helping to enhance instruction outside the classroom. Students have opportunities for hands-on experiences, stepping outside of traditional education boundaries while business leaders get an insight into the world of education. The District also partners with local jurisdictions and organizations to provide community facilities and programs. With a strong pledge to serve children and their families, established community partnerships support learning initiatives that ensure quality education for every child.

Family and Volunteer Involvement

Our schools have strong parent groups that are the foundation of educational excellence. School volunteers and community members donate hours of time to literacy and tutoring programs.

Students

We prepare students for experiences in continuing education or the work world with programs that put power behind their diploma. As we work toward our goal of student success, we continue to chart improvements in student achievement and prepare students for life beyond high school graduation. Our comprehensive guidance programs assist students in selecting areas of study that can prepare them for technical college, university studies or put them on a career track.

Measures of student achievement are going up in our schools, and surveys indicate that parents and the community are positive about the quality of education. We are seeing success in efforts to improve attendance and graduation rates, decreasing drop-out rates and increase achievement.

District Goals

The District's new Vision 2020 strategic plan includes four goals to ensure all students have a quality educational experience and graduate from high school ready for college, careers and life.

Goal 1: Academics

We will provide equitable access to a rigorous, standards-based education and eliminate disparities among all groups to ensure each student meets or exceeds State and District standards, graduates on time and is career or college ready.

Goal 2: Safety

We will create and maintain physically and emotionally safe learning environments that support the social-emotional and academic excellence of every child.

Goal 3: Partnerships

We will fully engage parents, community partners and staff to support quality education for all students by motivating and empowering active participation, a spirit of involvement and a culture of mutual respect.

Goal 4: Resource Management

We will be responsible stewards of public funds by efficiently and effectively allocating district resources wisely.

High-Poverty School Programs

The District provides special programming for schools that meet State criteria for high poverty designation. High poverty schools are defined as those that had greater than 50 percent of students eligible for free or reduced-price meals in the prior school year. Currently, Daffodil Valley Elementary and Liberty Ridge Elementary have this designation based on their 70 percent and 56 percent rates of free and reduced lunch, respectively. The District has smaller class size targets for these schools and, among other things, offers free meal programs for

students which include breakfast, lunch and dinner throughout the entire year. Over the summer months, our Summer Meals program continues to provide free meals for students.

In 2014, the Washington State Office of the Superintendent of Public Instruction (OSPI) awarded the District with a 21st Century Community Learning Centers Grant for five years. The District is using these funds to expand an after-school program that has served Daffodil Valley Elementary students for more than seven years, and to open and run another program at Liberty Ridge Elementary. The programs offer up to 100 students at each site with hours of additional academic support, activities and supervision. The programs have been well received by the school communities and are viewed as integral to the academic success of our students at both schools.

Green Schools Initiative

In keeping with new State legislation requiring green building practices for new schools and modernization projects, the District is launching an initiative to better employ green measures in all schools and facilities. The initiative includes integration of conservation lessons into the educational curriculum to empower the next generation of environmental leaders. The initiative is in addition to the District's efforts to adhere to and participate in the OSPI High-Performance School Buildings Program, which addresses resource efficiency in school design and construction.

Green schools protect student and teacher health and provide a positive learning environment. Studies have shown that student test scores can improve up to 20 percent when kids learn in green classrooms that provide more natural daylight, improved classroom acoustics and healthier paints and carpets that don't release toxic chemicals into the air. Green schools also have lower operating costs and help to preserve the environment through efficient use of energy and water resources.

Attendance Boundaries

The District determines school attendance boundaries through a process that incorporates programmatic, operational and geographic considerations. The process seeks to provide students with academic consistency through the District's feeder school system, which aligns specific elementary schools with specific secondary schools. It also seeks to prevent overcrowding at school facilities, to allow students to attend schools in their neighborhoods, and to minimize the amount of time students spend on buses. When there is a need to make attendance boundary adjustments, a review committee is formed to provide input that includes District staff and parents. They provide recommendations to the School Board, and the School Board makes a final decision at a public hearing. This process will be used when the new elementary school planned to be built in the Tehaleh development comes online.

Figure 1. Elementary Attendance Boundaries

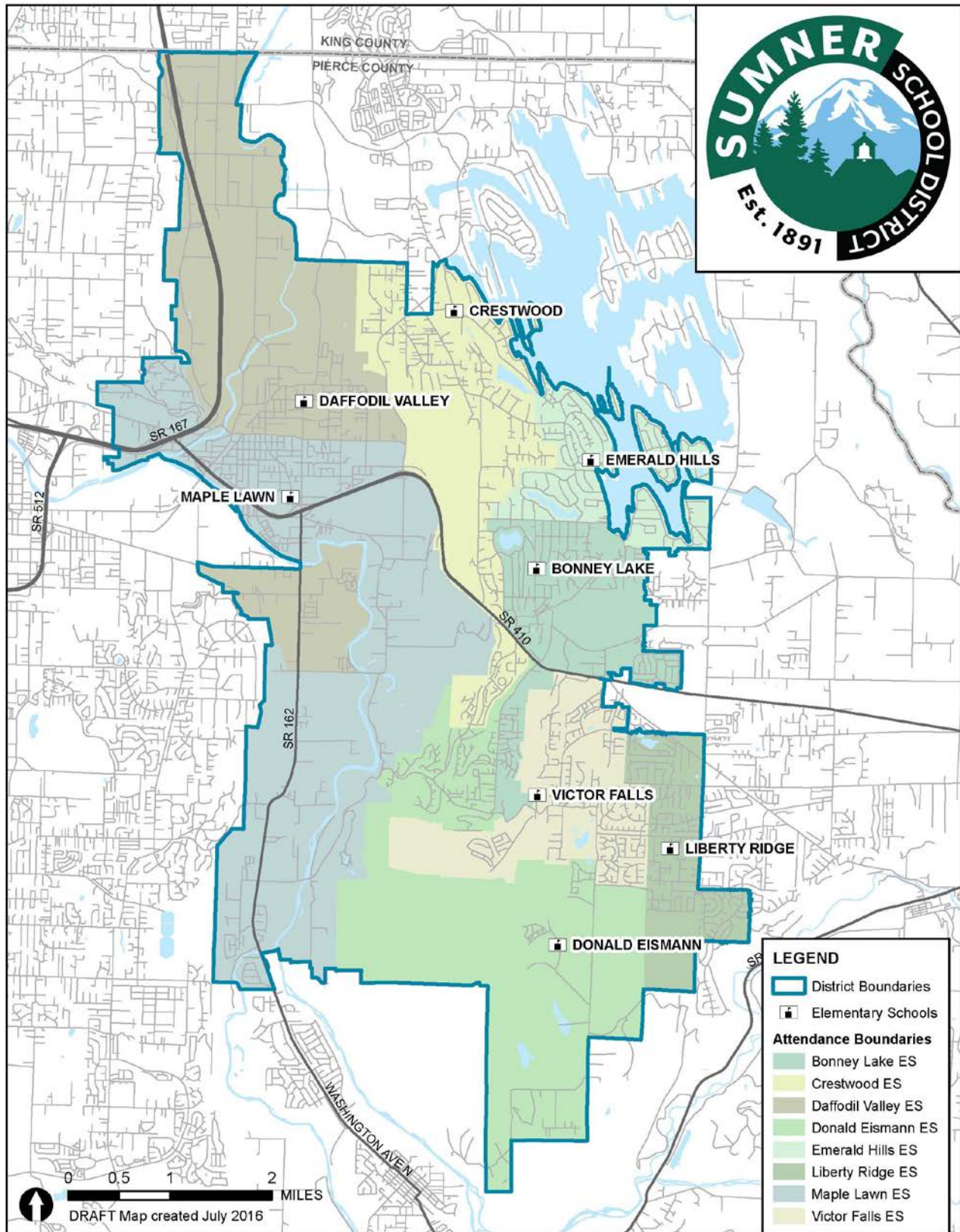


Figure 2. Middle School Attendance Boundaries

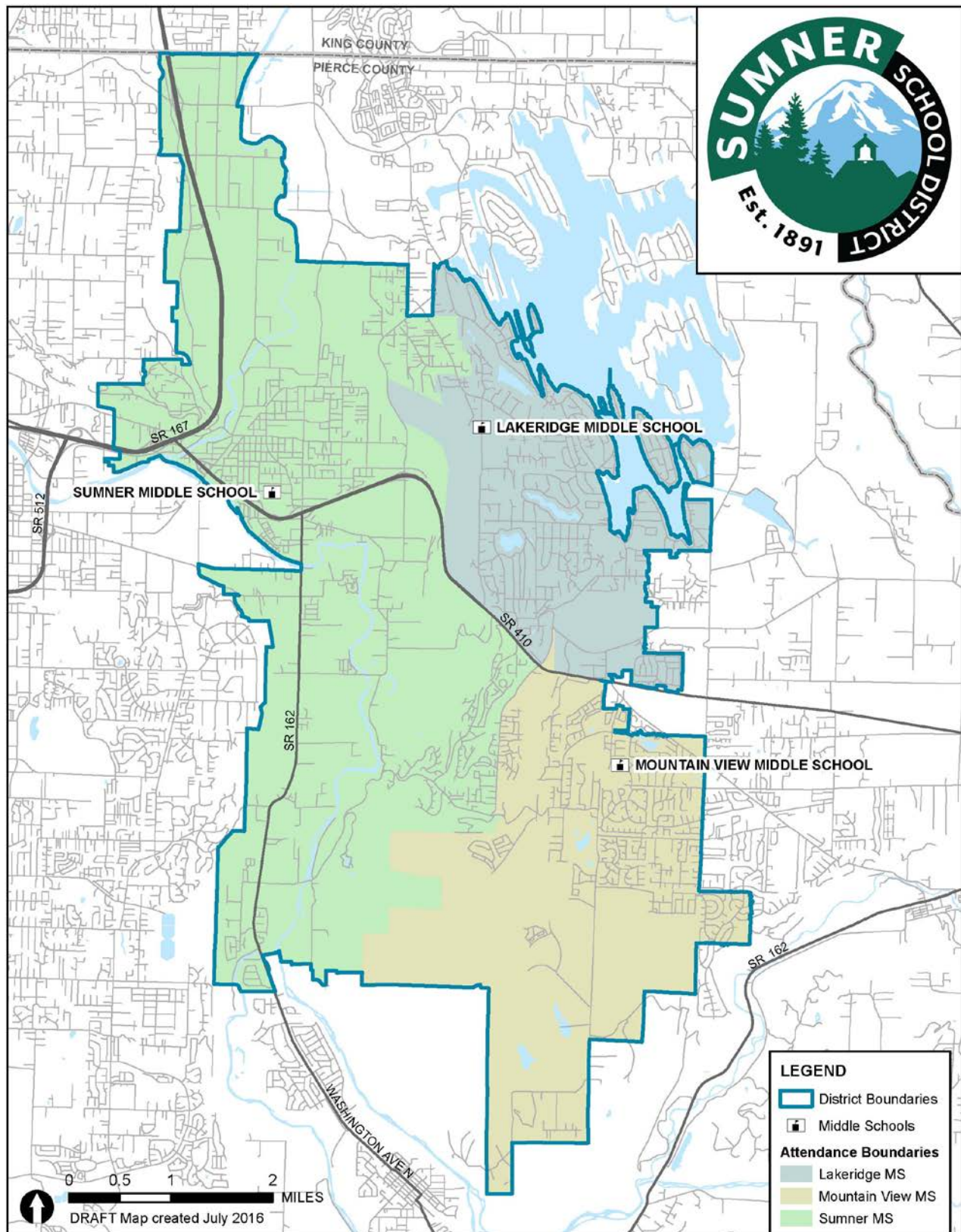
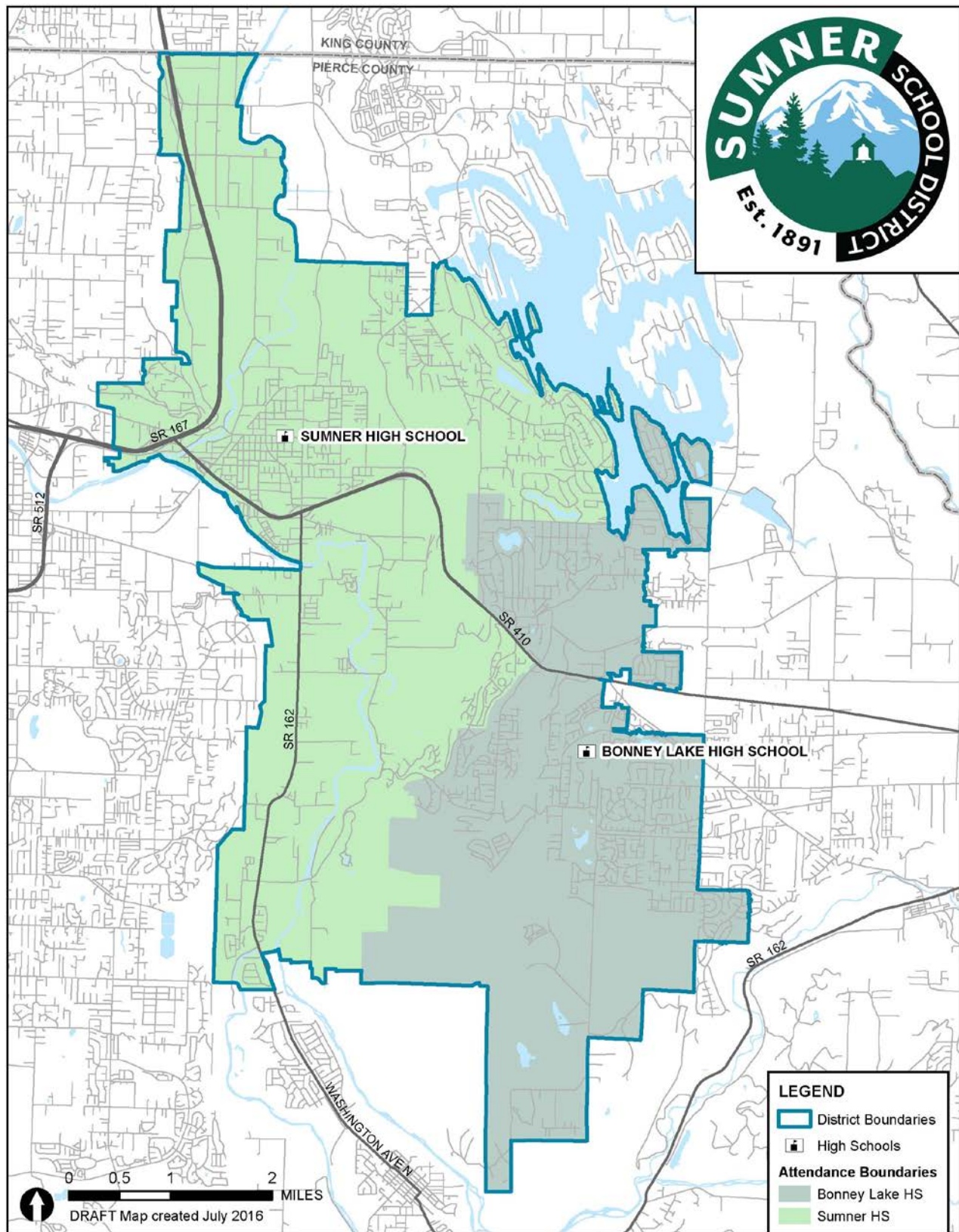


Figure 3. High School Attendance Boundaries



3. DISTRICT STANDARDS

District standards related to capital facilities are included in this chapter. They help guide the modernization and maintenance of existing facilities as well as the development of new facilities. The standards are based on a number of factors including the District's mission and strategic plan, educational programming requirements, State policy and legislation, and community needs. The District reviews its standards as part of the annual update of this plan to ensure they reflect current information.

Class Size Standards

The District updated its class size standards in 2016 to reflect a change in class size targets set by the State legislature. The District's class size standards are anticipated to remain almost the same in the upcoming 2016-2017 and 2017-2018 school years.

Elementary Schools

Provide the following average class sizes in grades K-5. Individual schools that meet the State's high poverty designation will have class sizes below the District-wide average. Some non-high poverty schools may have class sizes above the District-wide average.

- Kindergarten 19
- Grade 1 21
- Grade 2 22
- Grade 3 22
- Grades 4-5 27

In addition to homerooms, the elementary program also provides classroom settings for the following:

- Physical Education (PE)
- Music instruction
- Computer lab
- Art/science room in modernized schools

Additionally, identified students will be provided other educational opportunities in classrooms designated as follows:

- Special Education for students with disabilities which may be provided in a self-contained classroom in class sizes dictated by the needs of the program
- Resource rooms
- District remediation programs
- Learning assisted programs
- English Language Learners (ELL)
- Preschool
- Gifted education (pull-out Quest programs)

The elementary class size standards also include space needed to serve all students in full-day Kindergarten. In 2009, the State legislature established a schedule to fully fund full-day Kindergarten by 2017. The District has provided full-day Kindergarten at each elementary since the 2014-2015 school year.

Secondary Schools

Provide an average class size of 30 in grades 6-12.

The secondary school programs provide students with elective course opportunities including:

- Band
- Career and technical education, including opportunities to participate in classes at the Pierce County Skills Center
- Choir
- Computers
- Drama
- PE

Additionally, identified students will be provided other special educational opportunities in classrooms designated as follows:

- Special Education for students with disabilities may be provided in a self-contained classroom in class sizes dictated by the needs of the program
- Resource rooms
- English Language Learners (ELL)

Additional Standards for Capital Facilities

School Size

Design new schools to have the following student capacity:

- Elementary School 550 Students
- Middle School 750 Students
- High School 1,600 Students

In general, the District seeks to acquire school sites of the following sizes in order to accommodate educational programming needs, provide space for athletic facilities and comply with development regulations:

- Elementary School 15 acres
- Middle School 25 acres
- High School 40 acres

School Location

The District strives to identify and acquire building sites in advance of construction needs in order to provide classroom space for projected future students and to manage property acquisition costs efficiently. When identifying potential future school sites, the District considers locations that will provide students with the ability to attend neighborhood schools at both the elementary and secondary levels. When siting Early Learning Centers, the District seeks to locate them on existing school campuses. This introduces new students to the school environment, offers opportunities for curriculum integration and provides cost savings by utilizing existing District resources and reducing the need for new bus routes.

4. STUDENT ENROLLMENT PROJECTIONS

Like many districts in the Puget Sound, the Sumner School District's student enrollment is affected by regional and local demographic trends. Enrollment trended up in the 1990s due to housing and population growth in the Puget Sound during that time period, and due to the children of baby boomers reaching school-age. In the late 1990s and early 2000s, after several years of lower birth rates in the region, enrollment growth in the District and the region slowed some, especially at the elementary level, but as larger cohorts from the early 1990s moved through the grades, Sumner and many other districts in the region saw high school gains. Enrollment trends began to shift again in 2007 in response to the mortgage crisis. Between 2007 and 2010, the District's enrollment, like many other districts' in Pierce County and the Puget Sound, declined due to a lack of growth from new home development and sales. Beginning in 2011, the real estate market in the District and the region improved, resulting in more growth and increases in enrollment.¹

Past Enrollment

Table 1 shows actual student enrollment for the past six years and changes in enrollment over that time. There was a total increase of about 900 students, and increases in all grades with the exception of grade 5. The largest increases were at the elementary and high school levels.

Table 1. October Student Enrollment, 2010-2015

Grade	2010	2011	2012	2013	2014	2015	Change (2010 to 2015)
Kindergarten	531	555	548	621	643	619	88
Grade 1	575	571	611	630	663	656	81
Grade 2	553	565	606	626	638	722	169
Grade 3	588	554	587	610	647	658	70
Grade 4	620	598	579	590	604	682	62
Grade 5	642	638	614	606	614	625	-17
Grade 6	624	657	643	637	624	636	12
Grade 7	618	641	659	654	642	634	16
Grade 8	617	625	639	674	678	659	42
Grade 9	743	797	809	829	881	840	97
Grade 10	697	710	761	787	867	843	146
Grade 11	695	641	660	683	690	724	29
Grade 12	561	642	616	621	601	683	122
Total	8,064	8,194	8,332	8,568	8,792	8,981	917
Total K-5	3,509	3,481	3,545	3,683	3,809	3,962	453
Total 6-8	1,859	1,923	1,941	1,965	1,944	1,929	70
Total 9-12	2,696	2,790	2,846	2,920	3,039	3,090	394

Source: OSPI Report 1049, 2015

¹ Demographic study prepared for the District in 2014 by consultant Les Kendrick

Projected Enrollment

Table 2 shows the District's projected enrollment for the next six years based on a demographic study prepared in 2014 by consultant Les Kendrick. The study projected an increase of about 900 students over the next six years, with the largest increases at the elementary and middle school levels. The study took into account past trends in enrollment, birth rates, population growth and housing development.

Table 2. Projected October Student Enrollment, 2016-2021

Grade	2016	2017	2018	2019	2020	2021	Change (2016 to 2021)
Kindergarten	625	628	647	654	657	669	44
Grade 1	653	693	697	719	725	727	74
Grade 2	717	669	712	716	737	743	26
Grade 3	691	736	688	732	735	757	66
Grade 4	668	709	757	708	752	754	86
Grade 5	690	696	740	790	737	783	93
Grade 6	639	708	715	761	811	756	117
Grade 7	649	658	730	738	784	835	186
Grade 8	651	665	674	749	756	802	151
Grade 9	780	778	795	806	896	901	121
Grade 10	779	751	748	764	775	859	80
Grade 11	767	700	675	673	688	695	-72
Grade 12	726	715	653	629	627	639	-87
Total	9,033	9,106	9,231	9,441	9,681	9,920	887
Total K-5	4,043	4,132	4,240	4,319	4,344	4,432	389
Total 6-8	1,939	2,031	2,120	2,249	2,351	2,393	454
Total 9-12	3,052	2,943	2,871	2,873	2,986	3,094	42

Source: Demographic study prepared for the District by consultant Les Kendrick, 2014

Note: Totals may not balance due to rounding

Projections are generally most accurate for the short-term, since they are based on past data and are subject to uncertainty about the future. Actual total student enrollment recorded by the District in June 2016 was approximately 9,000, consistent with projections. The District observed higher than expected student enrollment at some locations and plans to have a new demographic study with enrollment projections prepared in the spring of 2017 for use in preparing next year's plan. The District is also considering including preschool students in the upcoming demographic study, since it is moving to an educational model that serves a larger number of preschool students.

Potential for Future Enrollment Increases Associated with Large Developments

The Sumner School District is unique among other Pierce County districts in that there are three large developments planned within its boundaries: Tehaleh, Falling Water and Plateau 465.

Tehaleh is the state's largest mixed use residential development and has been partially constructed. Currently up to 5,900 residential units are allowed to be built in Tehaleh², and the developer is in the process of requesting that Pierce County raise this limit to 9,700.³ Tehaleh falls within both the Sumner School District and Orting School District. Falling Water is a large housing development and has been partially constructed. When fully built out, it is planned to have 1,489 residential units.⁴ Plateau 465 is a large housing development that stalled in 2007 after the mortgage crisis. The site's potential developer has asked Pierce County to move forward with approval for a development agreement for 3,000 residential units.⁵ Figure 4 shows the locations of the three developments.

Housing construction associated with these three developments has the potential to substantially increase enrollment during both the short- and long-term, depending upon how quickly the developments are built out. Based on currently available information, the District anticipates a long-term need for two new Early Learning Centers, two new elementary schools, a new middle school and also potentially a new high school to serve students that will be generated by these developments and other growth in the District.

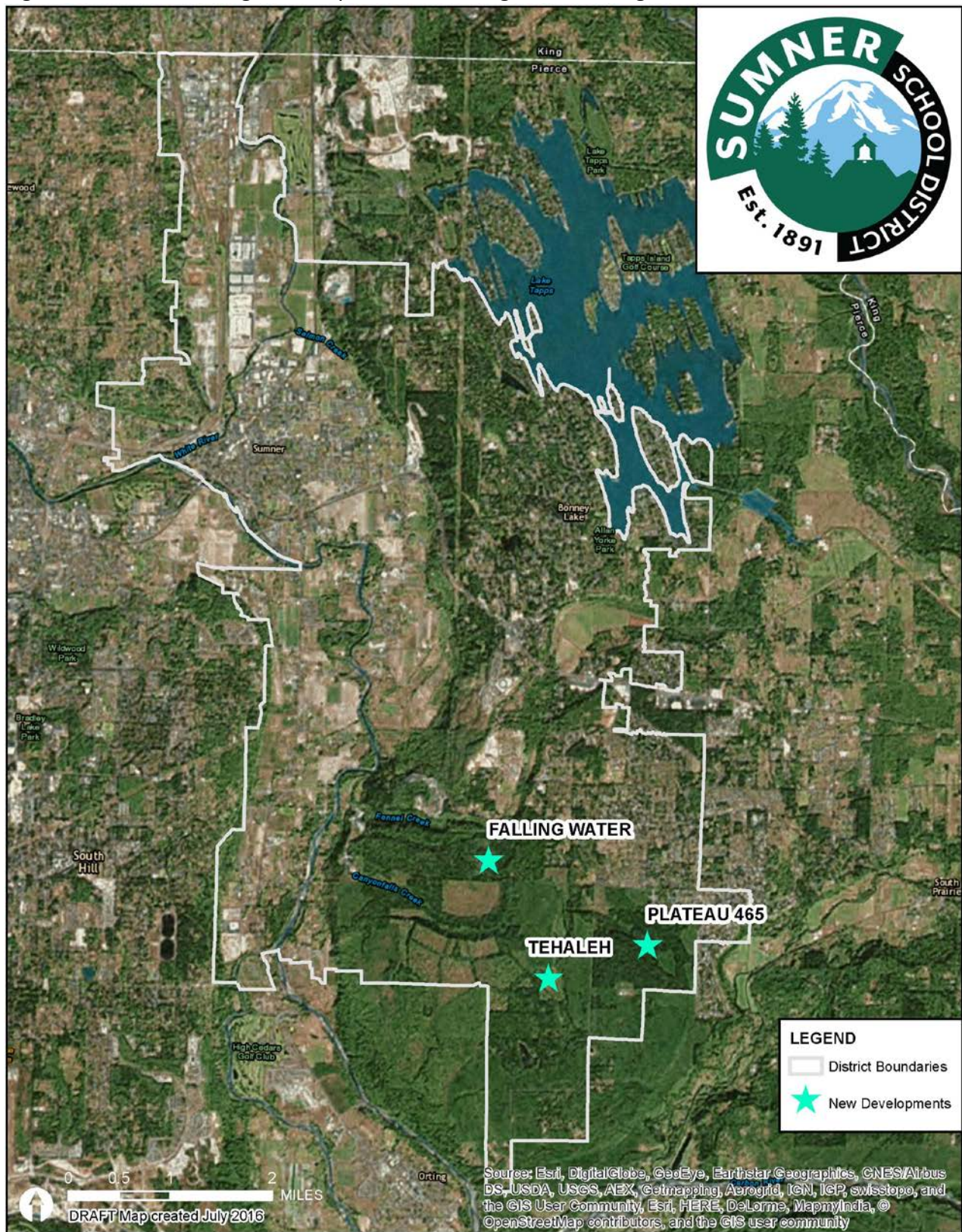
² News Tribune article published March 9, 2016, www.thenewstribune.com/news/local/article65067592.html

³ Newland Communities, January 2016

⁴ Development Map prepared by Capri Investments, February 9, 2012.

⁵ News Tribune article published March 9, 2016, www.thenewstribune.com/news/local/article65067592.html

Figure 4. Location of Large Developments Providing New Housing



5. FACILITY INVENTORY & CAPACITY

Facility Inventory

The District's educational facilities include eight elementary schools, three middle schools, two high schools and a building leased from the City of Sumner that provides space for the Elhi Hill alternative high school program. The District currently serves grades K-5 in elementary schools, grades 6-8 in middle schools, and grades 9-12 in high schools. The District expects to keep this grade configuration in effect for the foreseeable future.

Table 3 lists the District's school facilities and the capacity of each of them to accommodate students. The District owns additional facilities that support educational programming and real estate that may be used for future school construction; these properties are listed in Table 4. Short descriptions of all District facilities are provided at the end of this chapter.

Table 3. School Facilities

Schools	Location	Capacity ¹ (Number of Students)
Elementary Schools		
Bonney Lake	18715 80th St E, Bonney Lake 98391	437
Crestwood	3914 W Tapps Dr E, Bonney Lake 98391	391
Daffodil Valley	1509 Valley Ave, Sumner 98390	481
Donald Eismann	13802 Canyon Falls Blvd, Bonney Lake 98391	481
Emerald Hills	19515 S Tapps Dr, Bonney Lake 98391	481
Liberty Ridge	12202 209th Ave Ct E Bonney Lake 98391	435
Maple Lawn	230 Wood Ave, Sumner 98390	454
Victor Falls	11401 188th Ave Ct E, Bonney Lake 98391	459
Middle Schools		
Lakeridge	5909 Myers Rd E, Bonney Lake 98391	623
Mountain View	10920 199th Ave St E, Bonney Lake 98391	623
Sumner	1508 Willow St, Sumner 98390	722
High Schools		
Bonney Lake	10920 199th Ave Ct E, Bonney Lake 98391	1,386
Sumner	1707 Main St, Sumner 98390	1,435
Elhi Hill ²	802 Alder Ave, Sumner, WA 98390	NA

Note 1: Capacity is based upon the number of classrooms at each school, District class size standards and room utilization based on current educational programming needs at each school. It does not include portables. See the Capacity Calculation discussion on the next page for more information.

Note 2: Elhi Hill is an alternative program for District high school students. The District currently leases space for this program.

Table 4. Additional Facilities & Real Property

Name	Location
Facilities	
Administration Office	1202 Wood Ave, Sumner
Administrative Annex and Adjacent Properties	1518 Main St and 914 Meeker Street, Sumner
Robert Miller Gymnasium	15206 Daffodil St Ct E, Sumner
Sumner School District Athletics Office	1707 Main St, Sumner
Sunset Stadium	1707 Main St, Sumner
Support Complex	19701 104th St E, Bonney Lake
Undeveloped Property	
26.8 acres adjoining Lakeridge Middle School	5909 Myers Rd, Bonney Lake
Other Properties	
Multiple properties adjoining Sumner High School	Wood Ave and Mason St, Sumner

Capacity Calculation

To assist with capital facilities planning, the District calculates the capacity of its school facilities to house students. Current capacity is shown in Table 3 on the previous page. The District's capacity calculations take into account the number of classrooms at each school, class size standards and room utilization based on current educational programming needs at each school. These factors can change from year to year and as such the capacities of schools vary over time. For instance, recent changes to provide smaller class sizes and all-day Kindergarten have reduced the capacities of school facilities. The District evaluates its capacity calculations as part of the annual update of this plan to ensure they are consistent with current standards and educational programming needs at individual schools.

To calculate capacity, the District begins by identifying the number of classrooms in each school building. The number of classrooms is then multiplied by the District's current class size standards to determine gross classroom capacity.⁶ It is not possible to achieve 100 percent utilization of classrooms due to space requirements for special programs, for secondary school teachers to have a work space during their planning periods, and to avoid scheduling conflicts. The District calculates a net classroom capacity for each school building that takes these room utilization factors into account. Appendix 1 shows the calculations for each school.

Portable classrooms are not included in the capacity calculations because they are a temporary solution for housing students. Leased facilities are likewise not included in the calculations, since they are not permanent District facilities.

Recent Facility Improvement Activities

The District's last major capital improvement project was renovation of Maple Lawn Elementary School, in 2013. Other recent facility planning activities include acquisition of the Administrative Annex and adjacent properties, and purchase of properties on Wood Ave & Mason St. The

⁶ An average of the District's class size standards for grades K-5 is used for elementary school capacity calculations.

Administrative Annex and adjacent properties were acquired in December of 2015 to meet an immediate need for offices and to potentially serve as a location for future program needs. The properties on Wood Ave and Mason St were acquired for long-term facility planning related to expansion of Sumner High School.

Descriptions of Existing Facilities

School Facilities

Bonney Lake Elementary is located at 18715 80th St E in Bonney Lake, WA. Bonney Lake Elementary was built in 1960 and had a student enrollment of 445 students in the 2014-15 school year. Additions were made to the school in 1968, 1981 and 1999. The school was remodeled in 1988 and another major renovation was done in 2013. Bonney Lake Elementary has a unique “pod” design. The latest renovation work retained this layout while making significant enhancements. The original administrative office building was demolished with a new building constructed that houses the library and administrative offices. Additionally, the school was given a new roof structure, HVAC system, upgrades to data and voice systems and improved fire protection. Bonney Lake Elementary is 44,280 square feet and is situated on 12.5 acres.

Crestwood Elementary (CWE) is located at 3914 W Tapps Dr E in Bonney Lake, WA. Crestwood Elementary was built in 1995 and had a student enrollment of 419 students in the 2014-15 school year. The school is 48,401 square feet and is situated on 27 acres.

Daffodil Valley Elementary (DVE) is located at 1509 Valley Ave in Sumner, WA. Daffodil Valley Elementary was built in 2000 on the same site as the previous school of the same name. The former school was originally constructed in 1968. In 1993 the school was removed due to extensive structural and modernizing work needed. Daffodil Valley had a student enrollment of 532 in the 2014-15 school year. The school is 48,035 square feet and is situated on 12.7 acres. One portable classroom located on the Daffodil Valley Elementary campus is home to a Pierce County Early Childhood Assistance Program (ECEAP) program.

Donald Eismann Elementary (DEE) is located at 13802 Canyon View Blvd E outside the city limits of Bonney Lake, WA in the Tehaleh development. Donald Eismann Elementary was built in 2010 and had a student enrollment of 440 in the 2014-15 school year. In 2013 a play shed and playground improvements were made. The school is 47,612 square feet and is situated on 14.05 acres.

Emerald Hills Elementary (EHE) is located at 19515 S Tapps Dr E in Bonney Lake, WA. Emerald Hills Elementary was built in 1988 and had a student enrollment of 354 in the 2014-15 school year. The school is 47,993 square feet and is situated on 11.5 acres. In February of 2016, voters approved a bond referendum including the reconstruction of Emerald Hills Elementary. Emerald Hills is currently the oldest elementary school in the District. This project will modernize the

facility and provide the technology and infrastructure to support current educational programming.

Liberty Ridge Elementary (LRE) is located at 12202 209th Ave Ct E outside the city limits of Bonney Lake, WA. Liberty Ridge Elementary was built in 1993 and had a student enrollment of 440 in the 2014-15 school year. The school is 48,401 square feet and is situated on 11 acres. One portable classroom located on the Liberty Ridge Elementary campus is home to a Pierce County Early Childhood Assistance Program (ECEAP) program.

Maple Lawn Elementary (MLE) is located at 230 Wood Ave in Sumner, WA. Maple Lawn Elementary was built in 1952 and had a student enrollment of 586 in the 2014-15 school year. Additions were made to the school in 1958 and 1979. The school was remodeled in 1988 and another major renovation was done in 2013, which included a new roof structure, HVAC system, upgrades to data and voice systems, improved fire protection, an office addition and new play shed. Maple Lawn Elementary is 49,303 square feet and is situated on 8.5 acres.

Victor Falls Elementary (VFE) is located at 11401 188th Ave Ct E outside the city limits of Bonney Lake. Victor Falls Elementary was built in 1980 and had a student enrollment of 593 in the 2014-15 school year. A major renovation was done in 2013, which included a new roof structure, HVAC system, upgrades to data and voice systems, improved fire protection and an office addition. The school is 48,361 square feet and is situated on 13.67 acres.

Lakeridge Middle School (LMS) is located at 5909 Myers Rd E outside the city limits of Bonney Lake, WA. The property was acquired by deed in July 1969. Lakeridge Middle School was built in 1980 with a student enrollment of 619 in the 2014-15 school year. An addition was made to the school in 1994, which included the addition of a small commons area, an auxiliary gymnasium and locker room. A “built new-in-lieu of modernization” was done in 2013. The original gymnasiums and locker rooms were kept and modernized. The school is 95,411 square feet and is situated on 31.68 acres.

Mountain View Middle School (MMS) is located at 10921 199th Ave Ct E in Bonney Lake, WA. Mountain View Middle School was built in 1998 and had a student enrollment of 631 in the 2014-15 school year. The school is 82,000 square feet and is situated on 32.7 acres. Mountain View is the smallest middle school, and growth in the southern portion of the District is projected to push enrollment beyond the current capacity. The recently passed bond referendum included the expansion of Mountain View middle school to add classrooms and enlarge the cafeteria.

Sumner Middle School (SMS) is located at 1508 Willow St in Sumner, WA. Sumner Middle School was built in 1962 and had a student enrollment of 694 in the 2014-15 school year. Additions were made to the school in 1964 and 1968, which included the addition of an auxiliary gymnasium, locker rooms and additional classrooms. The school was remodeled in 1987 and another major renovation was done in 2010, which included a commons area created by enclosing the courtyard, a new roof structure, HVAC system, upgrades to data and voice

systems and improved fire protection. The auxiliary gymnasium was moved and an encore wing was created for art, music, etc. Sumner Middle School is 107,194 square feet and is situated on 23 acres.

Bonney Lake High School (BLHS) is located at 10920 199th Ave Ct E in Bonney Lake, WA. Bonney Lake High School was built in 2005 and had a student enrollment of 1,280 in the 2014-15 school year. Eight additional classrooms were added in 2011. Programs unique to Bonney Lake High School include Advanced Culinary Arts, Symphonic Band and an Advanced Placement Program (AP). Bonney Lake High School is 191,998 square feet and is situated on 49 acres. Bonney Lake High School continues to see its student population grow. Ensuring educational programming and facility needs keep pace with this growth was a part of bond referendum planning. As a result of the Bond passage, Bonney Lake High School will see a Performing Arts Center (PAC) added to the campus. The addition of a PAC is important to the arts programs at the high school as well as other schools in the area and as a community resource. Additional interior modifications are also planned, as well as providing a covering for the home side of the football stadium.

Sumner High School (SHS) is located at 1707 Main St Sumner, WA. Sumner High School was built in 1954 and had a student enrollment of 1,707 in the 2014-15 school year. The school was remodeled in 1985, which included addition of spaces for agricultural science and special education programs and a swimming pool. Additional gymnasiums, shop areas and a second floor were added in 1996 and a new HVAC system was installed in 2009. The stadium was remodeled in 2001 and has been shared with Bonney Lake High School since that school was built. Upgrades to the security system were done in 2013. Programs unique to Sumner High School include Agriculture, Food & Natural Resources; Transportation, Distribution & Logistics (Facility & Mobile Equipment Maintenance); Architecture & Construction; Marching Band and an International Baccalaureate Program (IB). It also has a performing arts center. Sumner High School is 183,350 square feet and is situated on 26.83 acres. With current bond funding, the District plans to modernize the high school as comprehensively as possible and address current space limitations. Creating a commons large enough for student meal times, addressing science classroom needs, relocating the library and providing additional seating in the gymnasium are key components of the modernization planning.

Additional Facilities & Real Property

Administration Office is located at 1202 Wood Ave in Sumner, WA. The administration building was built in 2004 and houses the following departments: Business Services, Human Resources, Technology, Educational Operations Services, Instructional Services, Special Services, Health Services administration and Career and Technical Education. The administration building is 27,500 square feet and is situated on 3 acres. Prior to 2004, administration offices were located in the former Wade Calvin Elementary School building which was originally built in 1924.

Administrative Annex and Adjacent Properties are located at 1518 Main St and 914 Meeker Street in Sumner, WA. The properties were purchased in January, 2016 for \$575,000. The

medical facility is 4,743 square feet and was built in 1958. An addition was made in 1970 and the adjacent property was added in 1975. The annex and adjacent properties will be initially used to house the Sumner Family Center and itinerant staff with future plans to potentially house the Elhi Hill high school alternative program. The facility is situated on .67 acres.

Robert Miller Gymnasium is located at 15206 Daffodil St Ct E in Sumner, WA. The Robert Miller Gymnasium was built in 2001 and is 5,912 square feet. The gymnasium supports the Community Recreation Program which is jointly funded by the Sumner School District and the cities of Bonney Lake and Sumner. Robert Miller Gymnasium was remodeled in 1999. The Interagency Committee for Outdoor Recreation (IAC), cities of Bonney Lake and Sumner and the Community Recreation Program contributed funds to the remodel. IAC required that the gymnasium be available for public youth or community athletic use for a minimum of 20 years from the date IAC released final funds. The City of Sumner also agreed to contribute \$2,500 per year toward the cost of maintaining the facility for the life of the agreement. The gymnasium houses the District's Parks and Recreation administrative office.

Sumner School District Athletics Office is located at 1707 Main St in Sumner, WA. Originally housed at the former district office, the District Athletics Office was moved to its current location alongside Sunset Stadium in 2002 as the District made preparations for its stadium conversion.

Sunset Stadium is located at 1707 Main St in Sumner, WA. The stadium was originally built in 1959 by Concrete Tech from Tacoma. The design was, at the time, also used at Cheney Stadium and Franklin Pierce Stadium. In 1992, an all-weather track was installed. This upgrade changed the overall footprint of the stadium as the track converted from 440m to 400m. In 2002, installation of the original artificial turf occurred. In anticipation of the opening of the District's second high school, Bonney Lake High School, significant changes occurred. Changing the name from Spartan Stadium was critical. Following a naming process, Sunset Stadium became the selected moniker. Additionally, the visitor stands were raised. Bathrooms and concessions were added as well as locker room upgrades. In 2012, the turf and track were replaced as well as minor upgrades to the stadium facility.

Support Complex (Child Nutrition, Maintenance and Operations and Transportation Complex) is located at 19701 104th St E in Bonney Lake, WA. The Support Complex was built in 1993. The Transportation facility includes a transportation maintenance area, bus washing area and office spaces. The Child Nutrition and Maintenance and Operations facility includes a central kitchen, shop and warehouse areas and offices spaces. The Transportation facility is 17,576 square feet and the Child Nutrition and Maintenance and Operations facility is 28,723 square feet. The complex is situated on 11 acres.

26.8 Acres of Undeveloped Land is located at 5909 Myers Rd E in Bonney Lake, WA. The property is adjacent to Lakeridge Middle School. It is being held in reserve for future District needs, however development of this property is limited by its current zoning.

Properties on Wood Ave & Mason St

In the fall of 2015, the School Board passed a resolution authorizing District administration to purchase properties adjoining the Sumner High School campus on Wood Ave and Mason St as part of long-range facility planning for expanding the high school. As of the fall of 2016, the District had acquired two properties located on Wood Avenue and one additional property on Mason St. As properties become available, the District will continue to work to acquire them.

6. FUTURE FACILITY NEEDS & STRATEGIES

The District considers a wide range of information to estimate future facility needs, including maintenance and upgrade needs for existing facilities, District standards and educational programming, capacity of existing facilities, projected student enrollment, options for expanding existing facilities and the availability of sites for new school facilities. The District reviews its six-year facility needs as part of the annual update of this plan. The District also regularly reviews its longer-term facility needs anticipated in the next 20 years.

The District's strategy for meeting future facility needs is multifaceted. The District maintains and upgrades existing facilities, expands existing facilities consistent with District standards for facility size, constructs new facilities on existing or acquired properties, and purchases and upgrades buildings that can be repurposed for District use. The District also makes boundary line adjustments when new school space is added, and when there are opportunities within existing facilities to reduce overcrowding. Additionally, the District uses portable classrooms to address temporary overcrowding as it works to provide permanent classroom space for all students.

Six-Year Facility Needs

The District's current six-year facility needs related to maintenance of aging infrastructure include replacement of Emerald Hills Elementary, renovation of Sumner High School, field improvements at middle schools and District-wide security upgrades. Projects are planned to address these needs (see the 2016-2021 Capital Projects & Finance Plan in Chapter 7).

The District's six-year facility needs related to standards and educational programming are largely reflected in the capacity calculations for existing facilities discussed in Chapter 5. Current facility capacity can be compared with projected enrollment to estimate surpluses or deficits in space for students at facilities in the next six years. Appendix 1 provides tables with this comparison for elementary, middle and high schools for each year between 2016 and 2021. Table 5 on the following page provides a summary of findings. As discussed in Chapter 4, the District will be updating its projected enrollment numbers in the spring of 2017. If projected enrollment increases, this would in turn increase estimated capacity deficits.

Table 5 shows an estimated District-wide capacity deficit of 1,452 students by 2021, with the greatest deficits at the elementary and middle school. The school facilities with the highest estimated deficits are Donald Eismann Elementary, Maple Lawn Elementary and Mountain View Middle School. Projects are planned that will help to mitigate overcrowding at these facilities.

Table 6 shows projects planned for the next six years that will add new student capacity. Total new capacity for 1,270 students will be added through these projects. The new elementary school will help to address overcrowding at Donald Eismann Elementary, the new Early Learning Center will help to address overcrowding at Maple Lawn Elementary, and the expansion of Mountain View Middle school will provide more space at that facility. An expansion of the Sumner High School is planned to be made at the same time as needed building renovations, as

an efficient way to meet capacity needs anticipated for both the short- and long-term. The addition of a Performing Arts Center at Bonney Lake High school will also provide new high school capacity, in addition to playing an important role in the District's arts programs and as a community resource. The District will use portable classrooms to meet any unmet capacity needs in the next six years.

Table 5. Projected Surpluses & Deficits in Student Capacity

School	Oct 2016	Oct 2021
Elementary Schools		
Bonney Lake	-7	-34
Crestwood	-29	-26
Daffodil Valley	-126	-160
Donald Eismann	-31	-290
Emerald Hills	129	114
Liberty Ridge	-13	-47
Maple Lawn	-208	-233
Victor Falls	-140	-136
Middle Schools		
Lakeridge	61	-73
Mountain View	-18	-221
Sumner	-14	-131
High Schools		
Bonney Lake	72	-40
Sumner	-243	-177
Totals		
Elementary	-424	-813
Middle	29	-425
High	-172	-214
District	-567	-1,452

Note: Totals may not balance due to rounding.

Table 6. Projects Planned to Provide New Student Capacity, 2016-2021

Project	New Capacity
Elementary & Preschool	
Early Learning Center (on Sumner Middle School campus)	250
New Elementary School (in Tehaleh development)	550
Middle Schools	
Mountain View Middle School Expansion	130
High Schools	
Bonney Lake High School Performing Arts Center	50
Sumner High School Renovation and Expansion	240
Elhi Hill Program (space TBD)	50
Totals	
	Elementary 800
	Middle 130
	High 340
	District 1,270

Some facility needs related to the District's educational programming are not fully reflected in the capacity calculations. For instance, the District recently adopted the Early Learning Center concept and plans to build three of these facilities in the next two decades to serve preschoolers and kindergarteners. The centers will be located at existing school campuses, to introduce new students to the educational environment and to create opportunities for integrating older students in the classroom. The centers will also help to address projected overcrowding at existing elementary schools. As shown in Table 6, the first Early Learning Center is planned to be built in the next six years on the Sumner Middle School campus.

The District is also considering future expansion of the Elhi Hill alternative high school program. The program currently primarily serves students in grades 11 and higher. The District may offer the program to more students in grades 9 and 10 in the future in order to meet goals for student academic success and to comply with new State legislation calling for maintaining educational services while students are serving disciplinary periods. The District currently leases a facility from the City of Sumner for the Elhi Hill program but anticipates the need to move to a permanent, District-owned space in the near future. The District will continue to explore space options over the next six years.

The District works with local jurisdictions and other partners to provide educational and community services in support of its students and their families. One partnership currently being explored by the District is sharing the costs of constructing a new pool. A shared pool facility capable of hosting athletic events such as swim competitions could serve as a replacement for the current pool at Sumner High School, which would also make more space available for the planned expansion of the high school.

In summary, the District's six-year capital facility needs are:

- New Early Learning Center on Sumner Middle School campus
- Replacement of Emerald Hills Elementary
- New elementary school in the Tehaleh development
- Expansion of Mountain View Middle School
- Renovation and expansion of Sumner High School
- Performing Arts Center and other improvements at Bonney Lake High School
- Field improvements at middle schools
- District-wide security upgrades
- New location for Elhi Hill program
- Swimming pool replacement options
- Property acquisition associated with the expansion and addition of facilities
- Installation of new portable classrooms

Long-Term Facility Needs

The principal focus of this capital facilities plan is the period 2016 through 2021. However, it is also important for the District to look further ahead in its facilities planning efforts. Sumner schools are getting older. Those that have not been modernized will need upgraded mechanical and electrical systems and several of them will need general modernizations over the next 20 years. The next two schools anticipated to require maintenance and upgrades are Crestwood Elementary and Liberty Ridge Elementary.

The District anticipates a need for new school facilities to serve students that will be generated by the three large developments discussed in Chapter 4 and other population growth in the District. Based on currently available information, the District anticipates a need to acquire land for and construct two additional Early Learning Centers, two new elementary schools, a new middle school and also potentially a new high school. The Early Learning Centers are planned to be built at Emerald Hills Elementary and the new elementary school that will be built in the Tehaleh development in the next six years. The two additional new elementary schools are planned to be built in the Falling Water and Plateau 465 developments. Locations for the middle school and potential high school have not yet been planned.

In addition to new school facilities, the District anticipates a need to expand or replace support facilities as the District grows over time including the transportation facility, maintenance and operations facility, and the Technology Department space that is currently located in the Administration Office. Additionally, the District anticipates a need to find new or different facility space for itinerant staff, who provide special services but do not have a home room.

In summary, the District's longer-term capital facility needs are:

- Maintenance and upgrades to Crestwood Elementary
- Maintenance and upgrades to Liberty Ridge Elementary
- New Early Learning Center on Emerald Hills Elementary campus
- New Early Learning Center on new elementary school campus in Tehaleh development
- New elementary school in Plateau 465 development

- New elementary school in Falling Water development
- New middle school (location TBD)
- Potential need for new high school
- Expand or replace transportation facility
- Expand or replace maintenance and operations facility
- Expand or replace space for the Technology Department
- New or different space for itinerant staff

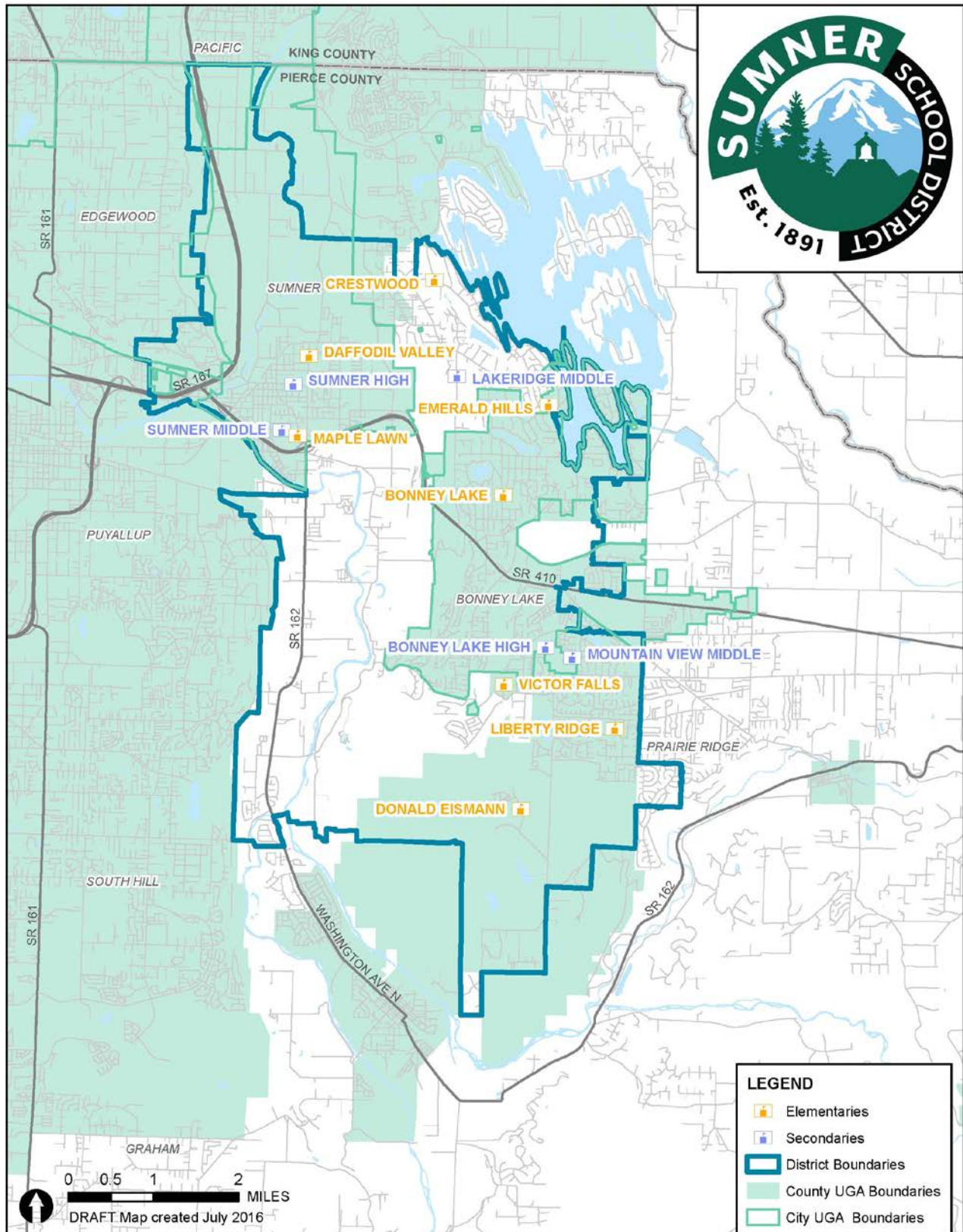
Rural School Sites

One other important consideration for future new school facilities or expansion of existing facilities is changing comprehensive plan policies and regulatory guidance for schools located in the Rural Area (as designated under the Growth Management Act) outside of the Pierce County Urban Growth Area (UGA). Arising from recent Growth Management Hearings Board decisions, Pierce County regulations governing school development in the Rural Area outside of the UGA are more restrictive than those for the Urban Area inside the UGA boundary. Under recent legislation, Pierce County does not allow new schools primarily serving Urban students in the Rural Area or expansion of existing schools primarily serving Urban Students in the Rural Area.

The Sumner School District was established in 1891, at a time when much of the area within its boundaries was rural in character. Today, the District serves both urban and rural communities, providing high quality education for students as well as community resources. The District has two schools located in the GMA designated Rural Area of Pierce County (outside of the UGA), Crestwood Elementary and Lakeridge Middle School (see Figure 5). These schools primarily serve students from the UGA as well as some students from the Rural Area. Additionally, the District owns 26.8 acres of undeveloped land adjacent to Lakeridge Middle School that is also outside of the UGA. It is being held in reserve for future District needs.

Because Lakeridge Middle School and the adjacent vacant land abuts the City of Bonney Lake, the District is currently attempting to seek incorporation into the UGA and annexation into Bonney Lake. Crestwood Elementary School, however, does not abut a UGA and nor does Falling Water, a more than 1,400 unit residential development, located in the Rural Area that has designated a school site in its development. The District, therefore, has also joined school districts in Pierce County to challenge the Growth Management Hearing Board's decision on several grounds under the GMA, including infringement of the school districts' paramount duty under the Washington State constitution to provide necessary public educational services and programs.

Insert Figure 5 – Sumner School District and Urban Growth Area Boundaries



7. CAPITAL PROJECTS & FUNDING

The District's 2016-2021 Capital Projects & Finance Plan is provided in Table 7 at the end of this Chapter. It shows capital improvement projects planned for next six years and their estimated costs and funding sources. The capital projects are intended to meet the short-term needs discussed in Chapter 6. Funding sources available to the District are described below. The local funding sources listed in the capital projects and finance plan include bond revenue and existing District capital facilities funds. Longer-term capital projects are still in early planning phases and estimated costs and funding sources have yet to be determined

Funding Sources

Funding of school facilities is secured from a number of sources, with the major sources being voter-approved bonds and levies. Other sources include State matching funds and mitigation fees or voluntary agreements associated with new development in the District. The District anticipates using a combination of these funding sources for needed longer-term capital projects discussed in Chapter 6.

General Obligation Bonds

Bonds are typically used to fund construction of new schools and other capital improvement projects. A 60 percent voter approval is required to pass a bond. Bonds are then retired through the collection of property taxes. Voters approved a \$145.6 Capital Projects Bond in February of 2016. Funding from this bond will allow the District to build, expand and improve school facilities over the coming years.

Capital Levies

Levies may be used to fund capital improvements. Levies may have a duration of up to 6 years. A 50 percent voter approval is required to pass a levy.

State Match

The Washington State School Construction Assistance Program (SCAP) provides funding assistance to school districts that are undertaking a major new construction or modernization project. Projects must meet eligibility requirements based on age and condition for modernization and a need for more space for new construction. School districts are responsible for securing local funding for construction projects. If eligible, the State provides partial funding based on recognized project costs.⁷

Impact Fees & Voluntary Mitigation Agreements

The Washington State Growth Management Act authorizes the collection of school impact fees by cities and counties in connection with new residential development and the siting and expansion of schools. Pierce County and the cities of Bonney Lake, Edgewood and Sumner have adopted impact fee ordinances. In order to collect impact fees as authorized by these

⁷ OSPI website on School Construction Assistance Program,
<http://www.k12.wa.us/SchFacilities/Programs/SchoolConstructionProjects.aspx>

ordinances, the District must have a current capital facilities plan including impact fee calculations that has been adopted by Pierce County and the jurisdictions as part of their Comprehensive Plans. Pierce County annually reviews school district capital facilities plans for adoption, and the jurisdictions adopt the approved capital facilities plans by reference. The City of Pacific is the only jurisdiction in the District that has not adopted an impact fee ordinance. For this reason, the District may negotiate voluntary mitigation agreements to mitigate costs associated with the construction of new homes within the city.

Impact Fee Calculations & Student Generation Rates

The District's 2016 impact fee calculations are provided in Table 8 and Table 9 at the end of this Chapter. They were prepared by consultant RJH Solutions and meet requirements set forth in the Pierce County Code for school impact fees. The impact fee calculations are based on information contained in this plan as well as additional District information on capital improvement costs, student generation rates and bond rates, and information from OSPI and Pierce County on state funding assistance and property values.

Student generation rates are considered in the impact fee calculations because they help to predict the impact of new residential construction on student enrollment. The District regularly updates its student generation rates to ensure they are based on current information. They were updated in 2016 by consultant 3 Square Blocks using data on current student enrollment and on residential construction that took place within the District from 2011 through 2015. The District's current student generation rates for single family residential construction for elementary, middle and high school are 0.310, 0.119 and 0.108 respectively. The rates for multi-family construction for elementary, middle and high school are 0.095, 0.043 and 0.033 respectively.

Additional Strategies

The District is committed to meeting future facility needs in a cost-efficient manner while maintaining quality educational services. The District will seek other potential funding sources and cost mitigation opportunities to the maximum extent to supplement its own financial resources. For instance, the District may pursue state or federal grant funds as they become available. The District also participates in the permit review processes of jurisdictions within its boundaries to ensure that its interests are considered when new developments are proposed that will generate additional students, and the District will continue to negotiate for the conveyance of school sites from developers. Additionally, the District modernizes facilities as funds become available. Modernized facilities can be designed to be more efficient in providing classroom space that meets current standards. They can also be designed to be more resource efficient, providing significant savings to the District's operating budgets as well as environmental benefits.

Table 7. 2016-2021 Capital Projects & Finance Plan

Sumner School District Capital Finance Plan: 2016-2021 (All Dollar Amounts in Thousands)												
									Estimated Revenue Streams			
Projects		Budget	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	State	Impact Fees	Local Share	Total Revenue
Existing Projects	Portable Classrooms	\$1,500	\$1,500								\$1,500	\$1,500
	Elhi Hill Program	\$6,000		\$1,000	\$5,000						\$6,000	\$6,000
	Land Acquisition	\$3,600	\$3,600							\$1,000	\$2,600	\$3,600
	Subtotal	\$11,100	\$5,100	\$1,000	\$5,000	\$0	\$0	\$0	\$0	\$1,000	\$10,100	\$11,100
2016 Bond Sale Projects	Valley Early Learning Center	\$19,200	\$3,000	\$16,200							\$19,200	\$19,200
	New Elementary	\$28,000	\$9,500	\$18,500					\$6,425	\$3,600	\$17,975	\$28,000
	Emerald Hills Replacement	\$28,000	\$1,000	\$5,000	\$20,000	\$2,000			\$6,914		\$21,086	\$28,000
	Bonney Lake High School Expansion	\$14,000			\$2,000	\$9,700	\$2,300		\$1,899		\$12,101	\$14,000
	District-wide Security Upgrades	\$4,000		\$1,000	\$1,000	\$1,000	\$1,000				\$4,000	\$4,000
	Sumner Middle School Field Improvements	\$3,330		\$3,330							\$3,330	\$3,330
	Subtotal	\$96,530	\$13,500	\$44,030	\$23,000	\$12,700	\$3,300	\$0	\$15,237	\$3,600	\$77,692	\$96,530
2017 Bond Sale Projects	Swimming Pool Replacement Options	\$5,000			\$5,000						\$5,000	\$5,000
	Sumner High School Expansion	\$60,000	\$2,000	\$10,000	\$29,000	\$19,000			\$14,894		\$45,106	\$60,000
	Lakeridge Middle School Field Improvements	\$3,330			\$3,330						\$3,330	\$3,330
	Subtotal	\$68,330	\$2,000	\$10,000	\$37,330	\$19,000	\$0	\$0	\$14,894	\$0	\$53,436	\$68,330
2018 Bond Sale Projects	Mountain View Middle School Addition	\$15,000			\$1,000	\$4,000	\$7,000	\$3,000		\$2,700	\$12,300	\$15,000
	Mountain View Middle School Field Improvements	\$3,340					\$3,340				\$3,340	\$3,340
	Subtotal	\$18,340	\$0	\$0	\$1,000	\$4,000	\$10,340	\$3,000	\$0	\$2,700	\$15,640	\$18,340
Total		\$194,300	\$20,600	\$55,030	\$66,330	\$35,700	\$13,640	\$0	\$30,131	\$7,300	\$156,869	\$194,300

Note 1: Totals may not balance due to rounding.

Note 2: Cost estimates for some projects have increased since passage of the 2016 bond

Table 8. Single Family Impact Fee Calculation

Single-Family Impact Fee Calculations					
SITE ACQUISITION COSTS (A)	COST PER ACRE	NUMBER OF ACRES	NUMBER OF STUDENTS	STUDENT FACTOR	TOTAL COST
Elementary	\$250,000	15	550	0.310	\$2,113.64
Middle School	\$250,000	25	750	0.119	\$991.67
Senior High	\$375,000	40	1,600	0.108	\$1,012.50
Total					\$4,117.80
CONSTRUCTION COSTS (B)	FACILITY COST		NUMBER OF STUDENTS	STUDENT FACTOR	TOTAL COST
Elementary	\$28,000,000		550	0.310	\$15,781.82
Middle School	\$35,000,000		750	0.119	\$5,553.33
Senior High	\$86,000,000		1,600	0.108	\$5,805.00
Total					\$27,140.15
TEMPORARY FACILITY COSTS (C)	PURCHASING COST		NUMBER OF STUDENTS	STUDENT FACTOR	TOTAL COST
Elementary	\$450,000		46	0.310	\$3,032.61
Middle School	\$450,000		60	0.119	\$892.50
Senior High	\$450,000		60	0.108	\$810.00
Total					\$4,735.11
STATE MATCHING CREDIT (D)	BOECKH INDEX	SQ FT PER STUDENT	STATE MATCH	STUDENT FACTOR	TOTAL COST
Elementary	\$213.23	90	0.592	0.310	\$3,521.88
Middle School	\$213.23	117	0.592	0.119	\$1,757.53
Senior High	\$213.23	130	0.592	0.108	\$1,772.30
Total					\$7,051.71
	PRESENT VALUE FACTOR	BOND LEVY RATE	ASSESSED VALUE OF UNIT	BOND INTEREST	TOTAL CREDIT
TAX PAYMENT CREDIT (TC)	9.5819	\$1.85	\$295,632	3.49%	\$5,238.75
NET COST (A+B+C-D)					\$23,702.61
DISCOUNT IS 50%, RATE IS 0.50 IMPACT FEE PER UNIT (NET COST-TC)*DISCOUNT RATE)					\$11,851.30
LESS OTHER CREDITS (FC)					0
NET IMPACT FEE PER UNIT					\$11,851.30

Table 9. Multi-family Family Impact Fee Calculation

Multi-Family Impact Fee Calculations					
SITE ACQUISITION COSTS (A)	COST PER ACRE	NUMBER OF ACRES	NUMBER OF STUDENTS	STUDENT FACTOR	TOTAL COST
Elementary	\$250,000	15	550	0.095	\$647.73
Junior High	\$250,000	25	750	0.043	\$358.33
Senior High	\$375,000	40	1,600	0.033	\$309.38
Total					\$1,315.44
CONSTRUCTION COSTS (B)			NUMBER OF STUDENTS	STUDENT FACTOR	TOTAL COST
Elementary	\$28,000,000		550	0.095	\$4,836.36
Junior High	\$35,000,000		750	0.043	\$2,006.67
Senior High	\$86,000,000		1,600	0.033	\$1,773.75
Total					\$8,616.78
TEMPORARY FACILITY COSTS (C)	PURCHASING COST		NUMBER OF STUDENTS	STUDENT FACTOR	TOTAL COST
Elementary	\$450,000		46	0.095	\$929.35
Junior High	\$450,000		60	0.043	\$322.50
Senior High	\$450,000		60	0.033	\$247.50
Total					\$1,499.35
STATE MATCHING CREDIT (D)	BOECKH INDEX	SQ FT PER STUDENT	STATE MATCH	STUDENT FACTOR	TOTAL COST
Elementary	\$213.23	90	0.592	0.095	\$1,079.28
Junior High	\$213.23	117	0.592	0.043	\$635.07
Senior High	\$213.23	130	0.592	0.033	\$541.54
Total					\$2,255.89
	PRESENT VALUE FACTOR	BOND LEVY RATE	ASSESSED VALUE OF UNIT	BOND INTEREST	TOTAL CREDIT
TAX PAYMENT CREDIT (TC)	9.5819	\$1.85	\$298,149	3.49%	\$5,283.35
NET COST (A+B+C-D)					\$3,892.32
DISCOUNT IS 50%, RATE IS 0.50 IMPACT FEE PER UNIT (NET COST-TC)*DISCOUNT RATE)					\$1,946.16
LESS OTHER CREDITS (FC)					0
NET IMPACT FEE PER UNIT					\$1,946.16

APPENDIX 1:

PROJECTED SURPLUSES & DEFICITS IN STUDENT CAPACITY, 2016-2021

Table 1. Projected Surpluses & Deficits in Student Capacity, 2016/17 School Year

School	# of Classrooms	Gross Classroom Capacity	Net Classroom Capacity	Projected 2016/17 Enrollment	Capacity Surplus or Deficit
Elementary					
Bonney Lake	20	460	437	444	-7
Crestwood	21	483	391	420	-29
Daffodil Valley	22	506	481	607	-126
Donald Eismann	23	529	481	512	-31
Emerald Hills	23	529	481	352	129
Liberty Ridge	21	483	435	448	-13
Maple Lawn	21	483	454	662	-208
Victor Falls	21	483	459	599	-140
Total	172	3,956	3,619	4,043	-424
Middle Schools					
Lakeridge	29	870	623	562	61
Mountain View	29	870	623	641	-18
Sumner	35	1050	722	736	-14
Total	93	2,790	1,968	1,939	29
High Schools					
Bonney Lake	55	1,650	1,386	1,314	72
Sumner	52	1,560	1,435	1,678	-243
Elhi Hill Program	NA	NA	NA	59	NA
Total	107	3,210	2,821	3,052	-172
District-wide Total					-567

Note 1: Net classroom capacity is the gross classroom capacity for a school reduced by classroom space requirements for special programs, for secondary school teachers to have a work space during their planning periods, and to avoid scheduling conflicts.

Note 2: Totals may not balance due to rounding.

Note 3: Elhi Hill is an alternative program for District high school students. The District currently leases space for this program.

Table 2. Projected Surpluses & Deficits in Student Capacity, 2017/18 School Year

School	# of Classrooms	Gross Classroom Capacity	Net Classroom Capacity	Projected 2017/18 Enrollment	Capacity Surplus or Deficit
Elementary					
Bonney Lake	20	460	437	459	-22
Crestwood	21	483	391	413	-22
Daffodil Valley	22	506	481	634	-153
Donald Eismann	23	529	481	558	-77
Emerald Hills	23	529	481	352	129
Liberty Ridge	21	483	435	446	-11
Maple Lawn	21	483	454	684	-230
Victor Falls	21	483	459	586	-127
Total	172	3,956	3,619	4,132	-513
Middle Schools					
Lakeridge	29	870	623	569	54
Mountain View	29	870	623	698	-75
Sumner	35	1,050	722	763	-41
Total	93	2,790	1,968	2,031	-63
High Schools					
Bonney Lake	55	1,650	1,386	1,285	101
Sumner	52	1,560	1,435	1,600	-165
Elhi Hill Program	NA	NA	NA	59	NA
Total	107	3,210	2,821	2,944	-64
District-wide Total					-640

Note 1: Net classroom capacity is the gross classroom capacity for a school reduced by classroom space requirements for special programs, for secondary school teachers to have a work space during their planning periods, and to avoid scheduling conflicts.

Note 2: Totals may not balance due to rounding.

Note 3: Elhi Hill is an alternative program for District high school students. The District currently leases space for this program.

Table 3. Projected Surpluses & Deficits in Student Capacity, 2018/19 School Year

School	# of Classrooms	Gross Classroom Capacity	Net Classroom Capacity	Projected 2018/19 Enrollment	Capacity Surplus or Deficit
Elementary					
Bonney Lake	20	460	437	464	-27
Crestwood	21	483	391	408	-17
Daffodil Valley	22	506	481	636	-155
Donald Eismann	23	529	481	637	-156
Emerald Hills	23	529	481	363	118
Liberty Ridge	21	483	435	454	-19
Maple Lawn	21	483	454	698	-244
Victor Falls	21	483	459	579	-120
Total	172	3,956	3,619	4,240	-621
Middle Schools					
Lakeridge	29	870	623	596	27
Mountain View	29	870	623	728	-105
Sumner	35	1,050	722	796	-74
Total	93	2,790	1,968	2,120	-152
High Schools					
Bonney Lake	55	1,650	1,386	1302	84
Sumner	52	1,560	1,435	1513	-78
Elhi Hill Program	NA	NA	NA	55	NA
Total	107	3,210	2,821	2,870	6
District-wide Total					-767

Note 1: Net classroom capacity is the gross classroom capacity for a school reduced by classroom space requirements for special programs, for secondary school teachers to have a work space during their planning periods, and to avoid scheduling conflicts.

Note 2: Totals may not balance due to rounding.

Note 3: Elhi Hill is an alternative program for District high school students. The District currently leases space for this program.

Table 4. Projected Surpluses & Deficits in Student Capacity, 2019/20 School Year

School	# of Classrooms	Gross Classroom Capacity	Net Classroom Capacity	Projected 2019/20 Enrollment	Capacity Surplus or Deficit
Elementary					
Bonney Lake	20	460	437	465	-28
Crestwood	21	483	391	410	-19
Daffodil Valley	22	506	481	654	-173
Donald Eismann	23	529	481	692	-211
Emerald Hills	23	529	481	358	123
Liberty Ridge	21	483	435	464	-29
Maple Lawn	21	483	454	682	-228
Victor Falls	21	483	459	595	-136
Total	172	3,956	3,619	4,319	-700
Middle Schools					
Lakeridge	29	870	623	644	-21
Mountain View	29	870	623	784	-161
Sumner	35	1,050	722	821	-99
Total	93	2,790	1,968	2,249	-281
High Schools					
Bonney Lake	55	1,650	1,386	1316	70
Sumner	52	1,560	1,435	1503	-68
Elhi Hill Program	NA	NA	NA	54	NA
Total	107	3,210	2,821	2,873	2
District-wide Total					-979

Note 1: Net classroom capacity is the gross classroom capacity for a school reduced by classroom space requirements for special programs, for secondary school teachers to have a work space during their planning periods, and to avoid scheduling conflicts.

Note 2: Totals may not balance due to rounding.

Note 3: Elhi Hill is an alternative program for District high school students. The District currently leases space for this program.

Table 5. Projected Surpluses & Deficits in Student Capacity, 2020/21 School Year

School	# of Classrooms	Gross Classroom Capacity	Net Classroom Capacity	Projected 2020/21 Enrollment	Capacity Surplus or Deficit
Elementary					
Bonney Lake	20	460	437	466	-29
Crestwood	21	483	391	413	-22
Daffodil Valley	22	506	481	632	-151
Donald Eismann	23	529	481	737	-256
Emerald Hills	23	529	481	360	121
Liberty Ridge	21	483	435	473	-38
Maple Lawn	21	483	454	677	-223
Victor Falls	21	483	459	585	-126
Total	172	3,956	3,619	4,344	-725
Middle Schools					
Lakeridge	29	870	623	682	-59
Mountain View	29	870	623	826	-203
Sumner	35	1,050	722	843	-121
Total	93	2,790	1,968	2,351	-383
High Schools					
Bonney Lake	55	1,650	1,386	1,375	11
Sumner	52	1,560	1,435	1,556	-121
Elhi Hill Program	NA	NA	NA	54	NA
Total	107	3,210	2,821	2,985	-110
District-wide Total					-1,218

Note 1: Net classroom capacity is the gross classroom capacity for a school reduced by classroom space requirements for special programs, for secondary school teachers to have a work space during their planning periods, and to avoid scheduling conflicts.

Note 2: Totals may not balance due to rounding.

Note 3: Elhi Hill is an alternative program for District high school students. The District currently leases space for this program.

Table 6. Projected Surpluses & Deficits in Student Capacity, 2021/22 School Year

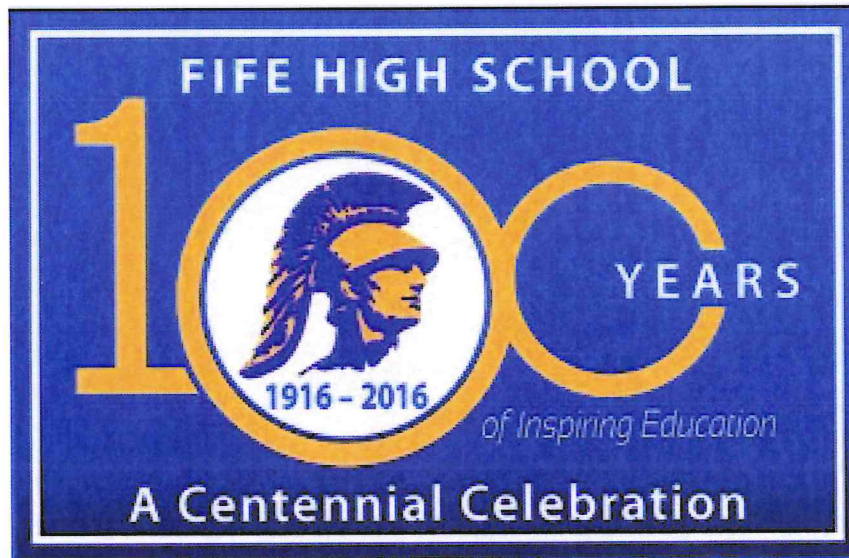
School	# of Classrooms	Gross Classroom Capacity	Net Classroom Capacity	Projected 2021/22 Enrollment	Capacity Surplus or Deficit
Elementary					
Bonney Lake	20	460	437	471	-34
Crestwood	21	483	391	417	-26
Daffodil Valley	22	506	481	641	-160
Donald Eismann	23	529	481	771	-290
Emerald Hills	23	529	481	367	114
Liberty Ridge	21	483	435	482	-47
Maple Lawn	21	483	454	687	-233
Victor Falls	21	483	459	595	-136
Total	172	3,956	3,619	4,432	-813
Middle Schools					
Lakeridge	29	870	623	696	-73
Mountain View	29	870	623	844	-221
Sumner	35	1,050	722	853	-131
Total	93	2,790	1,968	2,393	-425
High Schools					
Bonney Lake	55	1,650	1,386	1,426	-40
Sumner	52	1,560	1,435	1,612	-177
Elhi Hill Program	NA	NA	NA	59	NA
Total	107	3,210	2,821	3,094	-214
District-wide Total					-1,452

Note 1: Net classroom capacity is the gross classroom capacity for a school reduced by classroom space requirements for special programs, for secondary school teachers to have a work space during their planning periods, and to avoid scheduling conflicts.

Note 2: Totals may not balance due to rounding.

Note 3: Elhi Hill is an alternative program for District high school students. The District currently leases space for this program.

Fife School District No. 417 Capital Facilities Plan 2016-2022



Adopted:
June 27, 2016

**FIFE SCHOOL DISTRICT NO. 417
5802 20 STREET EAST
TACOMA WA 98424-2000**

School Board Members

Bruce Burnside
Doug Fagundes
Sally Finlayson
Marisa Michaud
Bob Scheidt

Kevin Alfano, Superintendent

Ben Ramirez, Assistant Superintendent

Jeff Nelson, Executive Director, Teaching, Learning & Innovation

Kari Harris, Director of Business Services

Fife High School, 5616 20th St E, Tacoma WA 98424

Principal: Ron Ness

Assistant Principal: Val Palumbo

Assistant Principal: Joe Keller

Columbia Junior High School, 2901 54th Ave E, Tacoma WA 98424

Principal: Mark Robinson

Assistant Principal: Mark Beddes

Surprise Lake Middle School, 2001 Milton Way, Milton WA 98354

Principal: Jim Snider

Assistant Principal: Amy Mittelstaedt

Endeavour Intermediate School, 1304 17th Ave, Milton WA 98354

Principal: Josh Goodman

Dean: Brian Neufeld

Alice V. Hedden Elementary School, 11313 8th Street East, Edgewood WA 98372

Principal: Teresa Sinay

Dean: Don Sims

Discovery Primary School, 1205 19th Ave, Milton WA 98354

Principal: Julie Bartlett

Dean: Mary Mahoney

TABLE OF CONTENTS

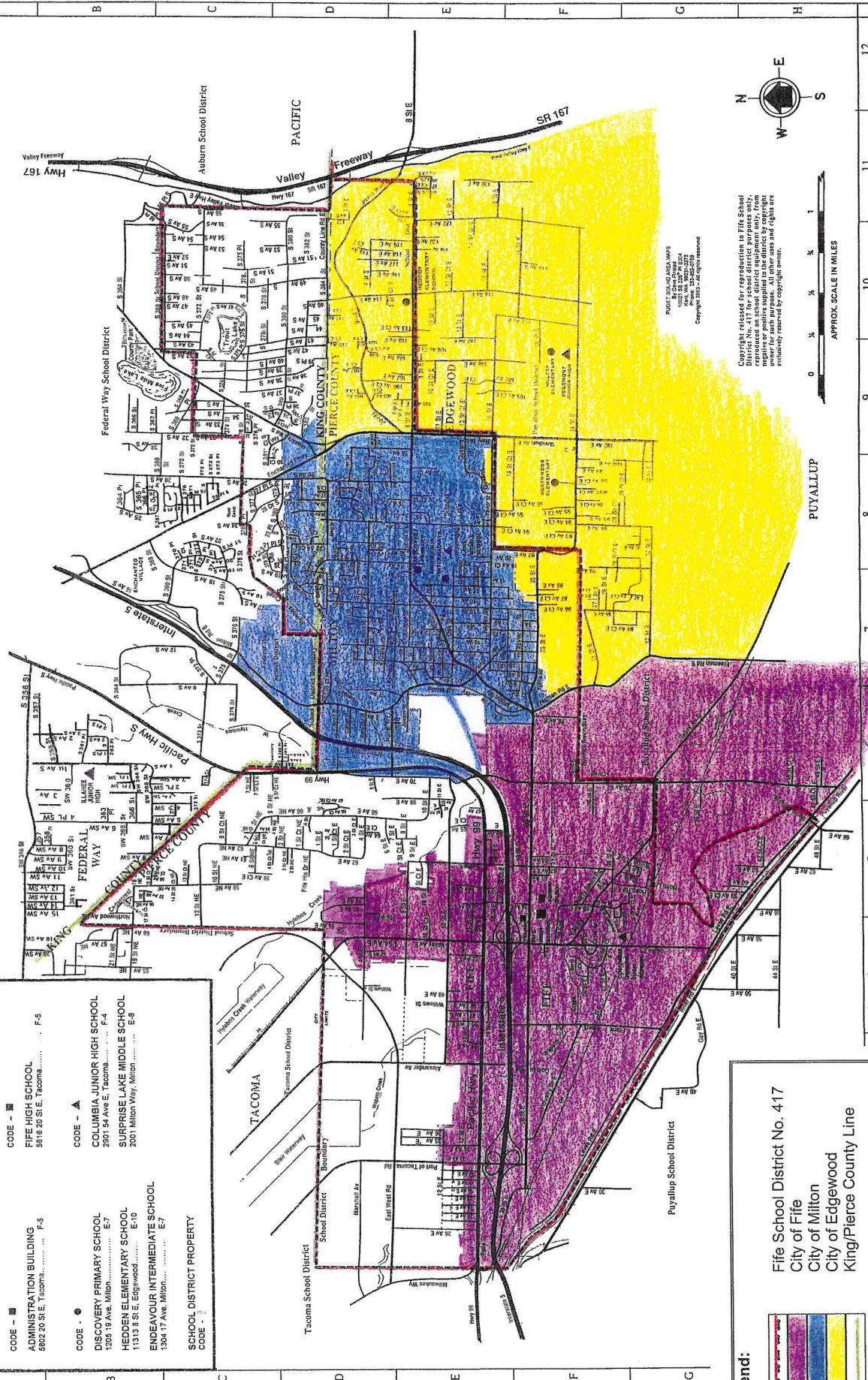
DISTRICT MAP	1
INTRODUCTION	2
INVENTORY OF EXISTING SCHOOL FACILITIES	3
ENROLLMENT BASE AND PROJECTION	4
STANDARD OF SERVICE	5
CAPACITY AND SPACE NEEDS	5
Fife High School	6
Columbia Jr High School	7
Surprise Lake Middle School	8
Endeavour Intermediate School	9
Alice V. Hedden Elementary School	10
Discovery Primary School	11
FUTURE SCHOOL FACILITY NEEDS & FINANCING	12-15
SCHOOL IMPACT FEE CALCULATION	16
APPENDIX	
Table 1. Current Facilities Inventory	A.1 Pierce Co.
Table 2. Square Feet Per Student	A.2 Pierce Co.
Table 3. Individual Capacity Projects	A.2 Pierce Co.
Table 4. CFP Projects & Financing Plan	A.2 Pierce Co.
Table 5. Capital Facility Requirements to 2020	A.3 Pierce Co.
Table 6. School District Cost Per Student	A.3 Pierce Co.
Table 7. Projected Capacity to House Students	A.4 King Co.
Table 8. Six Year Financing Plan	A.4 King Co.
Table 9. Student Generation Rate Detail	A.5 King Co.

FIFE SCHOOL DISTRICT NO. 417

FIFE SCHOOL DISTRICT NO. 417

5802 20 Street East Tacoma, WA 98424-3000 Phone: 253-517-1000 www.fifeschools.com

CODE - ■	CODE - ▲
ADMINISTRATION BUILDING	COLUMBIA JUNIOR HIGH SCHOOL
5802 20 St. E. Tacoma..... F-5	2901 54 Ave. E. Tacoma..... F-4
	SURPRISE LAKE MIDDLE SCHOOL
	2001 Milton Way, Milton..... E-8
CODE - ●	
DISCOVERY PRIMARY SCHOOL	
1205 19 Ave. Milton..... E-7	
HEDDEN ELEMENTARY SCHOOL	
11313 S St. E. Edgewood..... E-10	
ENDENBOURG INTERMEDIATE SCHOOL	
1304 17 Ave. Milton..... E-7	
SCHOOL DISTRICT PROPERTY	
CODE - ■	



Fife School District No. 417
City of Fife
City of Milton
City of Edgewood
King/Pierce County Line

INTRODUCTION

This Six-Year Capital Facilities Plan is Fife School District's planning document prepared in compliance with the requirements of the Growth Management Act (GMA), King County and Pierce County, and cities of Fife, Milton, and Edgewood. It is designed to support the collection of school impact fees and consists of:

- (a) An inventory of existing school facilities;
- (b) An enrollment base and projection;
- (c) A standard of service;
- (c) A summary of school facility capacity and projected need for space;
- (d) A forecast of future school facility needs, financing, and impact fee formula.

Fife School District serves a population of over 15,000, and is located off Interstate 5, east of Tacoma, north of the Puyallup River, about ten square miles in area, and falling in both Pierce and King Counties. It includes the cities of Fife, Milton, and Edgewood, unincorporated areas of Trout Lake, Jovita, Fife Heights, and a portion of the Port of Tacoma.

The Growth Management Act authorizes jurisdictions to collect impact fees to supplement funding of additional public facilities needed to accommodate new development. To collect impact fees, a local jurisdiction must have adopted a GMA school impact fee ordinance, and must approve the District's Capital Facilities Plan as a component of their comprehensive plan. The District will utilize the State Subdivision Act and the State Environmental Protection Act (SEPA) to collect mitigation fees in those jurisdictions where there is no GMA impact fee ordinance.

Existing District Facilities

Discovery Primary School	(grades K-1 and preschool)	Built new and opened in 1992.
Alice V. Hedden Elementary School	(grades 2-5)	Built new and opened in 2001.
Endeavour Intermediate School	(grades 2-5)	Originally constructed as Milton Elementary School in 1951 with additions in 1953, 1955, 1958, 1962, and 1968. Modernized in 1975. Closed one year for some demolition, total modernization and addition. Reopened in 1993 as Endeavour Intermediate School.
Surprise Lake Middle School	(grades 6-7)	Originally constructed in 1970. Extensive modernization and addition in 1992. Main offices and Counselors offices remodeled 1998.
Columbia Junior High School	(grades 8-9)	Built new and opened in 2003. Performing arts auditorium, sports and athletic complex completed in 2004.
Fife High School	(grades 10-12)	Originally constructed in 1930 with additional buildings and space added in 1949, 1956, 1958, 1960, 1961, 1970 and modernization in 1975. Some demolition, extensive modernization and addition completed in 1995. Alternative High School modernized in 1997.
Transportation Center		Built new in 1996.
Educational Services Center		Modernized in 1997.
Located in a portion of the old Fife Elementary School.		

INVENTORY OF EXISTING SCHOOL FACILITIES

School	Capacity	Site Size (est.acres)	(sq. ft)	(sq. ft)	(sq. ft)	Facility Size (sq.ft.)	Portable Number (9/2014)	Portable Capacity	Portable Size (sq. ft.)
			(D-7)	(D-7)	(D-7)				
			New	Mod	Total				
Fife High School	705	28.86				140,193	5	110	4,480
IV Classroom			325	34,925	35,250				
V Annex			8,065	13,843	21,908				
VI Gym			22,089	20,564	42,653				
VII Cafeteria			1,952	14,045	15,997				
VIII Shop			104	9,780	9,884				
IX Science			2,882	4,169	7,051				
Alternative School				7,450	7,450				
					140,193				
Columbia Jr. High School	600	34.4				92,000	4	88	3,544
Classroom/Office/Gym			92,000		92,000				
Surprise Lake Middle School	530	17.23				72,176	4	88	3,584
Classroom/Office			518	38,599	39,116				
Classroom/Gym			14,072	18,988	33,060				
					72,176				
Endeavour Intermediate	530	7.045				54,058	2	44	1,792
Classroom				3,020	3,020				
Classroom/Office			12,444	6,901	19,345				
Classroom/Gym			28,700	2,993	31,693				
					54,058				
Playshed			2,800		2,800				
Alice V. Hedden Elementary	485	14.89				51,673	4	88	3,564
Classroom/Office/Gym			51,673		51,673				
Playshed			2,160		2,160				
Discovery Primary	485	7.045			57,047	57,047	10	220	8,960
Playshed			2,776		2,776				
TOTAL	3,335	109.47				467,147	29	638	25,927
TOTAL CORE AND PORTABLE CAPACITY	3,973								

ENROLLMENT BASE AND PROJECTION

The District uses the enrollment projections provided by Washington State Office of Superintendent of Public Instruction (OSPI) as a base. The projections are based on the "Cohort Survival Method" which computes progressive ratios for each grade level and averages those ratios over the past five years. The average ratio is then multiplied by the actual current year's enrollment using October headcount for each grade to project the enrollment in the next grade for the next year. The Cohort Survival Method uses past enrollment indicators to predict future growth, however, it does not account for anticipated growth due to new residential construction in the Fife/Milton area. For example, there are over 90 planned single family housing starts within our school district's boundary, expected to generate approximately 58 new students. After a downturn in the economy, resulting in a slight decrease in fiscal year's 09-10 and 10-11 enrollment, we are again anticipating continued steady growth as evidenced by the table below. Actual enrollment growth over the past ten years was approximately 8.52%, and 3.46% over the past five years. More importantly, over the next six years the Cohort Survival Method predicts an increase of 6.83% as shown below.

ENROLLMENT*		11-12	12-13	13-14	14-15	15-16**	16-17	17-18	18-19	19-20	20-21	21-22
FHS												
	10	264	253	282	246	303	264	278	291	299	274	294
	11	235	253	238	250	231	284	247	260	272	280	256
	12	285	254	258	228	240	232	285	248	261	273	281
Total	#	784	760	778	724	774	780	810	799	832	827	831
COLUMBIA												
	8	279	248	310	268	284	297	305	280	300	321	302
	9	264	275	245	311	267	281	294	302	277	297	318
Total	#	543	523	555	579	551	578	599	582	577	618	620
SLMS												
	6	289	249	262	290	292	268	287	307	289	342	280
	7	246	320	254	272	293	301	276	296	317	298	353
Total	#	535	569	516	562	585	569	563	603	606	640	633
ENDEAVOUR												
	2	160	145	153	156	144	171	139	152	155	157	160
	3	143	155	141	142	152	143	170	139	152	154	156
	4	134	161	151	134	145	155	147	173	142	155	157
	5	124	147	158	144	136	146	156	147	174	142	155
Total	#	561	608	603	576	577	615	612	611	623	608	628
HEDDEN												
	2	124	118	125	144	133	157	129	141	143	145	147
	3	134	127	116	131	140	132	156	128	140	142	144
	4	132	131	123	124	134	143	135	160	131	143	145
	5	119	120	129	132	126	135	144	136	160	132	144
Total	#	509	496	493	531	533	567	564	565	574	562	580
DISCOVERY												
PS sections		4	4	4	4	4	4	4	4	6	6	6
K		289	284	256	301	252	275	280	284	289	293	298
1		249	277	297	268	318	260	284	289	293	298	303
Total K-1	#	538	561	553	569	570	535	564	573	582	591	601
Total K-12	#	3470	3517	3498	3541	3590	3644	3712	3733	3794	3846	3893
FTE						3554.78						
% Increase		1.28%	1.35%	-0.54%	1.23	1.38	1.50	1.87	0.57	1.64	1.37	1.22
					5 Year Actual Growth	3.46%					6 Year Projected Growth	6.83%

* Headcount (rather than FTE) is used as a more appropriate indicator for enrollment and capacity needs. Part-time students (less than 1 full FTE) require seating space and program resources as though full-time. Beginning in the 14-15 school year, all kindergarten students attend full-time.

** Actual enrollment based on October student headcount through the 15-16 school year.

STANDARD OF SERVICE

Fife School District, as written in its mission statement, is committed to providing a safe and caring environment, which ensures that all students will learn. And, as a Standard Bearer District, Fife is a leader in school reform and committed to providing our students highly engaging, meaningful, challenging, and satisfying work. The District is also committed to achieving a high standard of learning for our students, as detailed in each of the six school building's School Improvement Plans. Keeping class sizes at an optimal level is a critical component in reaching these goals. Due to incredible community support, and increased basic education funding from the State, the District is able to set this standard at approximately 18-25 students per class, with first priority at the primary grade levels (K – 4). Students are provided traditional basic education programs which include reading, writing, math, social studies, science, physical education, health, music and art. In addition there are scheduled times in computer labs and a number of special programs such as special education, English Language Learners (ELL), preschool, remediation and other programs designed to serve special populations. These special programs significantly affect school capacity by the need for separate space, scheduling accommodations, mandated program requirements, and population changes. Rooms designed for special use are not counted as classrooms.

CAPACITY AND SPACE NEEDS

Washington Administrative Code (WAC) sets factors determining a school's eligibility to receive state-matching funds for school construction. One factor is "square feet per student" set at 90 in grades K-6, 117 in grades 7 and 8, and 130 in grades 9-12. These space allocations are part of a funds allocation model and do not reflect the true space needed to carry out the instructional program. Fife's actual K–12 average square feet per student is 130.13.

Fife School District has chosen to determine **actual program capacity** by surveying each school, reviewing with each school principal how the teaching spaces are being used, and the number of teaching staff assigned. Projections of space needs are based on the assumption of adding a teacher and classroom space for approximately each additional 18 to 25 students dependent upon grade level. *This does not account for additional space needed for special programs as discussed above, and support services such as library, gym, athletics, kitchen, bathrooms, storage, etc.*

Previous and current survey information used to determine current and future capacity for each school is summarized on the following charts by buildings. The charts include:

1. Enrollment by grade level headcount from the 2011-12 school year through the 2021-22 year.
Preschool information is by sections rather than headcount.
2. Planned capacity when the building was designed.
3. Teachers currently assigned and projected to be assigned under the District's standard of service.
4. Permanent rooms, including special program areas.
5. Portable classrooms (including the number of additional classrooms needed).

Because space needs are driven, in part, by the number of teachers available, future projections can be significantly impacted by availability of state and local funds. A levy failure or other severe budget impact may temporarily reduce the number of teachers, thus increasing class sizes and reducing the need for additional classrooms. When funding levels are restored, teachers will be re-hired to return class sizes to District standards. However, in the absence of budget set-backs, the number of teachers needed (and the number of classrooms required) will increase as District enrollment continues to grow.

Capacity and Space Needs

FIFE HIGH SCHOOL		(based on District-adjusted 15/16 OSPI enrollment projections)										
Enrollment*		11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22
10		264	253	282	246	303	264	278	291	299	274	294
11		235	253	238	250	231	284	247	260	272	280	256
12		285	254	258	228	240	232	285	248	261	273	281
total 10-12	#	784	760	778	724	774	780	810	799	832	827	831
FTE						741.60						
Plan Capacity	705											
Teachers						39	39	41	40	42	41	42
Rooms	# Avail					Use	Proj	Proj	Proj	Proj	Proj	Proj
400 Building:												
Upstairs	7					7	7	7	7	7	7	7
Downstairs	1					1	1	1	1	1	1	1
Special Ed	2					2	2	2	2	2	2	2
Home Ec.	1					1	1	1	1	1	1	1
Library Comp Lab	1					1	1	1	1	1	1	1
Basic Lab	1					1	1	1	1	1	1	1
500 Building:												
Upstairs	1					1	1	1	1	1	1	1
Downstairs	9					9	9	9	9	9	9	9
600 Building:												
Upstairs	1					1	1	1	1	1	1	1
Gym	2					2	2	2	2	2	2	2
Wrest/Weight	1					1	1	1	1	1	1	1
700 Building:												
Music	1					1	1	1	1	1	1	1
800 Building:												
Art	1					1	1	1	1	1	1	1
Wood	1					1	1	1	1	1	1	1
Metal	1					1	1	1	1	1	1	1
900 Building:												
Science/Ag	3					3	3	3	3	3	3	3
East Campus	3					3	3	3	3	3	3	3
total	37					37	37	37	37	37	37	37
Classrooms Needed						2	2	4	3	5	4	5
Portables	5					2	2	4	3	5	4	5
Future						0	0	0	0	0	0	0
Total	42					39	39	41	40	42	41	42
note: 6 period day/1 teacher prep period												

*Headcount

Capacity and Space Needs

COLUMBIA JUNIOR HIGH SCHOOL		(based on District-adjusted 15/16 OSPI enrollment projections)										
Enrollment*		11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22
8		279	248	310	268	284	297	305	280	300	321	302
9		264	275	245	311	267	281	294	302	277	297	318
Total 8-9	#	543	523	555	579	551	578	599	582	577	618	620
FTE						550.81						
Plan Capacity**	600											
Teachers						29	30	32	31	30	33	33
Rooms	# Avail					Use	Proj	Proj	Proj	Proj	Proj	Proj
Special Ed	3					3	3	3	3	3	3	3
Science	4					4	4	4	4	4	4	4
Chorus	1					1	1	1	1	1	1	1
Band	1					1	1	1	1	1	1	1
Art	1					1	1	1	1	1	1	1
Technology	1					1	1	1	1	1	1	1
Computer	1					1	1	1	1	1	1	1
Classrooms	15					14	15	15	15	15	15	15
Gym	2					2	2	2	2	2	2	2
Weight Room	1					1	1	1	1	1	1	1
Total	30					29	30	30	30	30	30	30
Classrooms Needed						0	0	2	1	0	3	3
Portables	4					0	0	2	1	0	3	3
Future						0	0	0	0	0	0	0
Total	34					29	30	32	31	30	33	33
Note: 6 period day/1 teacher prep period												

*Headcount

**Even though the Plan Capacity of Columbia Junior High is listed at 600, the actual regular capacity of the facility is less than 600 due to the programming needs at the school and the actual use of classroom spaces. As such, the District analyzes capacity needs at this school each year during the six year planning period.

Capacity and Space Needs

SURPRISE LAKE MIDDLE SCHOOL		(based on District-adjusted 15/16 OSPI enrollment projections)										
Enrollment*		11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22
6		289	249	262	290	292	268	287	307	289	342	280
7		246	320	254	272	293	301	276	296	317	298	353
Total 6-7	#	535	569	516	562	585	569	563	603	606	640	633
FTE						584.17						
Plan Capacity	530											
Teachers						29	28	28	30	30	32	32
Rooms	# Avail					Use	Proj	Proj	Proj	Proj	Proj	Proj
ELL/ELA	8					8	8	8	8	8	8	8
Science	4					4	4	4	4	4	4	4
Art	1					1	1	1	1	1	1	1
Choir/Band	1					1	1	1	1	1	1	1
Library lab	1					1	1	1	1	1	1	1
Computer Lab	1					1	1	1	1	1	1	1
Gym/Weights	2					2	2	2	2	2	2	2
Classrooms	8					8	8	8	8	8	8	8
Sp. Ed.	2					2	2	2	2	2	2	2
total	28					28	28	28	28	28	28	28
Classrooms Needed						1	0	0	2	2	4	4
Portables	4					1	0	0	2	2	4	4
Future						0	0	0	0	0	0	0
Total	32					29	28	28	30	30	32	32
Note: 7 period day/1 teacher prep period												

*Headcount

Capacity and Space Needs

ENDEAVOUR INTERMEDIATE		(based on District-adjusted 15/16 OSPI enrollment projections)										
Enrollment*		11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22
2		160	145	153	156	144	171	139	152	155	157	160
3		143	155	141	142	152	143	170	139	152	154	156
4		134	161	151	134	145	155	147	173	142	155	157
5		124	147	158	144	136	146	156	147	174	142	155
Total 2-5	#	561	608	603	576	577	615	612	611	623	608	628
FTE						576.26						
Plan Capacity	530											
Teachers						29	31	31	31	31	30	31
Rooms	# Avail					Use	Proj	Proj	Proj	Proj	Proj	Proj
Art	1					1	1	1	1	1	1	1
Music	1					1	1	1	1	1	1	1
Gym	1					1	1	1	1	1	1	1
Classrooms	21					21	21	21	21	21	21	21
total	24					24	24	24	24	24	24	24
Classrooms Needed						5	7	7	7	7	6	7
Portables*	2					2	2	2	2	2	2	2
Future						3	5	5	5	5	4	5
Total	26					29	31	31	31	31	30	31
*Share Discovery Portables												

*Headcount

Capacity and Space Needs

ALICE V. HEDDEN ELEMENTARY		(based on District-adjusted 15/16 OSPI enrollment projections)										
Enrollment*		11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22
2		124	118	125	144	133	157	129	141	143	145	147
3		134	127	116	131	140	132	156	128	140	142	144
4		132	131	123	124	134	143	135	160	131	143	145
5		119	120	129	132	126	135	144	136	160	132	144
Total 2-5	#	509	496	493	531	533	567	564	565	574	562	580
FTE						531.94						
Plan Capacity**	485											
Teachers						27	28	28	28	29	28	29
Rooms	# Avail					Use	Proj	Proj	Proj	Proj	Proj	Proj
Sp. Ed.	1					1	1	1	1	1	1	1
Computer Lab	1					1	1	1	1	1	1	1
Music	1					1	1	1	1	1	1	1
Art	1					1	1	1	1	1	1	1
Gym	1					1	1	1	1	1	1	1
Classrooms	18					18	18	18	18	18	18	18
total	23					23	23	23	23	23	23	23
Classrooms Needed						4	5	5	5	6	5	6
Portables	4					4	4	4	4	4	4	4
Future						0	1	1	1	2	1	2
Total	27					27	28	28	28	29	28	29

*Headcount

**Even though the Plan Capacity of Alice V. Hedden Elementary is listed at 485, the actual regular capacity of the facility is less due to the programming needs at the school and the actual use of classroom spaces. As such, the District analyzes capacity needs at this school each year during the six year planning period.

Capacity and Space Needs

DISCOVERY PRIMARY		(based on District-adjusted 15/16 OSPI enrollment projections)										
Enrollment*		11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22
Pre-School Sections		4	4	4	4	4	4	4	4	6	6	6
K		289	284	256	301	252	275	280	284	289	293	298
1		249	277	297	268	318	260	284	289	293	298	303
Total K-1		538	561	553	569	570	535	564	573	582	591	601
FTE						570.00						
Plan Capacity	485	(Includes Preschool)										
Teachers												
Teachers						30	29	30	30	31	31	32
Pre-School						2	2	2	3	3	3	3
total						32	31	32	33	34	34	35
Rooms	# Avail					Use	Proj	Proj	Proj	Proj	Proj	Proj
Sp. Ed.	2					2	2	2	2	2	2	2
Library	1					1	1	1	1	1	1	1
Music	1					1	1	1	1	1	1	1
Gym	1					1	1	1	1	1	1	1
Classrooms	23					23	23	23	23	23	23	23
total	28					28	28	28	28	28	28	28
Classrooms Needed						4	3	4	5	6	6	7
Portables**	9					4	3	4	5	6	6	7
Future						0	0	0	0	0	0	0
Total	37					32	31	32	33	34	34	37
**Share Endeavour Portables												

*Headcount

SCHOOL FACILITIES SUMMARY AND FUTURE NEEDS / FINANCING

A survey and study was completed in July 1997, and revised April 2000. Based on those projections, the District received voter authorization to build 2 new schools (elementary and junior high schools) to meet projected enrollment growth. The Alice V. Hedden Elementary School was built and occupied in September 2001, adding capacity for 485 students. However, there were still approximately 350 secondary students occupying portables on sites throughout the District. Existing core facilities and support space at the secondary grade levels (bathrooms, cafeteria, gym, special programs, etc) remained over capacity as a result. The Columbia Junior High School was opened in September 2003 as planned, adding additional capacity for 600 students. The balance of the project (entry road and parking lot) was completed during the fall of 2006. The grade configuration at the high school was changed to grade levels 10-12, eliminating the need to build a new high school. Primary grade levels remain as grades K-5. The middle and junior high schools now serve grades 6-9. As a result of these two new schools, and the use of portable classrooms, the District has been able to meet the current capacity needs, and enable the Fife School District to maintain a high Standard of Service and commitment to our students and community.

Both Pierce and King County showed a short-term birth rate decline which slightly affected our fiscal year 2011 and 2014 enrollments. County records now indicate birth rates on the rise again which aids in forecasting our student enrollment projections. Enrollment is expected to increase by approximately 303 students within the next six years. As core facilities become overcrowded, the District will continue to utilize portable classrooms and consider grade re-configuration to accommodate student growth on a temporary basis until enrollment is sufficient to occupy a new school. The need for space is based on the practical capacity of existing facilities and true space needed to carry out a full instructional program. This differs from the space allocation used in the State's funding formula to determine a school district's eligibility for state-matching funds. For example, at the elementary level, Fife School District provides 96.89 square feet per student compared to 90 in the state formula. The National average is 188.

Study and Survey/Needs Assessment – The District completed a study and survey in 2009. The results at that time included adding classroom capacity and addressing much needed facility repairs. Because of an unfavorable economy the past few years, the certainty of passing a capital bond issue was unlikely. With the turn-around in the economy, the district has decided to re-address the district-wide capacity and facility needs with an updated study and survey that has recently begun. Final results of this study and survey will be addressed in the next capital facilities plan update. However, preliminary results through a needs assessment of our schools to address building conditions and capacity needs district-wide include the following:

Discovery Primary School – To address enrollment growth, preliminary plans would add 5 additional classrooms to the existing school within the next six years. This would provide capacity for an additional 85-95 students. The estimated cost for these additional classrooms is \$3,305,690.

Surprise Lake Middle School – Preliminary plans would add 12 new classrooms to the school within the next six years. This would provide capacity for an additional 240 students. By expanding Surprise Lake Middle School, the district would then address grade level reconfiguration across the district to balance capacity at all of the schools. The estimated cost for these additional classrooms is \$8,027,735.

Additional Capacity Projects – Any additional capacity projects will be addressed through the results of the study and survey and detailed in the next update to the capital facilities plan document.

Future Classroom Needs

District-wide projected classrooms needed, (including those for preschool), are shown below. In addition to classrooms, there is additional space needed for support services such as special programs, gym, cafeteria, storage, bathrooms, etc. These projections for future classrooms are based on past enrollment statistics through the 2015-16 school year. Since this forecast is conservative, the plan will be revised as necessary to account for anticipated enrollment growth and residential development.

	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22
FHS	0	0	1	1	2	2	4	3	5	4	5
COLUMBIA	0	0	0	0	0	0	2	1	0	3	3
SLMS	1	2	0	0	1	0	0	2	2	4	4
ENDEAVOUR	0	0	2	2	5	7	7	7	7	6	7
HEDDEN	0	0	0	2	4	5	5	5	6	5	6
DISCOVERY	2	4	6	5	4	3	4	5	6	6	7
Classrooms Needed	3	6	9	10	16	17	22	23	26	28	32

New Construction

Current Building Conditions

Since modernization began in 1992, all District facilities have been completely modernized and/or built new. This includes the new Columbia Junior High and Alice V. Hedden Elementary Schools, Discovery Primary, Fife Transportation Center as well as remodels/additions to Endeavour Intermediate, Surprise Lake Middle School, Fife High School, and the District Administration Office. Recently added modular classrooms are also outlined below.

School Construction Plans

1996-1997	Study and Survey
1998-1999	Planned for schools
1999-2000	Planned and requested bond issue for schools (approved February 2000)
2000-2001	Built/occupied Hedden Elementary (completed 2001)
2001-2003	Built/occupied Columbia Junior High (occupied 2003)
2007-2008	Added modular classrooms at Hedden and Columbia
2007-2009	Study and Survey
2015-2016	Study and Survey-updated
2016-2017	Plan for additions at Discovery Primary School & Surprise Lake Middle School. Request bond issue February 2017
2017-2018	Build new additions
2018-2019	Occupy new additions September 2018

Project Costs

Alice V. Hedden Elementary & Modular Classrooms - Alice V. Hedden Elementary School was constructed on a 14.89 acre site located in Edgewood and opened in September 2001 with a capacity of 485 students. Final cost was \$11,100,000. Due to continued enrollment growth and special program needs, new portable classrooms were added for use during the 2007-08 and 2011-12 school years. Final cost was \$671,918 or about \$167,980 per classroom.

Columbia Junior High & Modular Classrooms - Columbia Junior High School was constructed in Fife as part of a joint cooperative effort with the City of Fife. The total site encompasses 34.4 acres, with the City of Fife providing 27.1 acres and the District providing an additional 7.3 acres. In return for receiving the 27.1 acres valued at approximately \$1.85 million, the District built additional park and athletic facilities. Usage, operations, and maintenance expenses will be shared according to interlocal agreements signed by the two agencies. The school has a capacity for 600 students and opened in September 2003, with final project completion during the fall of 2006. Final construction costs were \$25,398,269. Due to continued enrollment growth four new modular classrooms were added for use during the 2007-08 school year. Final cost was \$638,184 or about \$159,546 per classroom.

Proposed Additions at Discovery Primary & Surprise Lake Middle Schools – As a result of enrollment growth and implementation of full-time kindergarten, additional capacity will be added to Discovery Primary School (5 classrooms) and Surprise Lake Middle School (12 classrooms). These new classrooms will provide space for approximately 335 students. Estimated costs for these two projects are \$11,333,425.

Project Funding

Alice V. Hedden Elementary, Columbia Junior High, & Modular Classrooms - The District's last bond issue for \$35 million was approved by the voters on February 29, 2000 to construct the two new schools Alice V. Hedden Elementary, and Columbia Junior High. Impact fees were also collected and applied to these projects. The primary funding source for the modular classrooms for these two schools added during the 2007-08 and 2011-12 school years, were school impact fees.

Proposed Additions at Discovery Primary & Surprise Lake Middle Schools - The primary funding source for the additions at these two schools will be Voted General Obligation Bonds, with impact fees providing an additional funding source. If either of these two projects are eligible for state funding assistance, it will be addressed and calculated through the study and survey that is currently taking place.

Impact Fees

Impact fees are calculated on the basis of the facilities needed to house students from new residential development. Impact fees for Fife School District are shown on page 16. Student Generation Rates (SGR) used in this plan are the averages from the following surrounding school district's current capital facilities plan: Federal Way, Steilacoom, Sumner, Puyallup, Auburn, and Bethel. The individual student generation rates and averages are shown on Table 9 of the Appendix. Based on current calculations, the single-family rate is calculated at \$6,670. The multiple-family rate is calculated at \$1,772.

New Capacity Needs and Financing Summary

As demonstrated in the tables on pages 6-11, the District currently has capacity to serve 1,500 students at the elementary (preschool – 5th grade) level, 1,130 students at the middle/junior high school level (grades 6-9), and 705 students at the high school (grades 10-12) level. Current and projected enrollments at each grade level are identified in the tables on pages 6-11. The District is currently over capacity at the elementary level by 180 students, over capacity at the middle/junior high school level by 6 students, and over capacity at the high school level by 69 students.

To address existing and future capacity needs, the District's six-year construction plan includes the following capacity projects:

- Construction of new capacity at Discovery Primary and Surprise Lake Middle Schools.

Based on the District's student generation rates, the District expects that .6355 students will be generated from each new single family home in the District and that .2292 students will be generated from each new multi-family dwelling unit.

The school impact fee formula ensures that new development only pays for the cost of the facilities necessitated by new development. The fee calculations examine the costs of housing the students generated by each new single family dwelling unit (or each new multi-family dwelling unit), and then reduces that amount by the anticipated state match and future tax payments. The resulting impact fee is then discounted by 50%. Thus, by applying the student generation factor to the school project costs, the fee formula only calculates the costs of providing capacity to serve each new dwelling unit. The formula does not require new development to contribute the costs of providing capacity to address existing needs.

School Impact Fee Calculation

District: FIFE

School Site Acquisition Cost:							
((AcresxCost per Acre)/Facility Capacity)xStudent Generation Factor							
				Student	Student	Calculated	
	Facility	Cost/	Facility	Factor	Factor	Cost/	Cost/
	Acreage	Acre	Size	SFR	MFR	SFR	MFR
Elementary	0.00		485	0.3461	0.1182	\$ -	\$ -
Mid/Jr. High	0.00		600	0.1498	0.0528	\$ -	\$ -
Sr. High	0.00		320	0.1396	0.0582	\$ -	\$ -
					TOTAL	\$ -	\$ -
School Construction Cost:				0.636	0.229		
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(permanent/Total Sq Ft)							
				Student	Student		
	%Perm/	Facility	Facility	Factor	Factor	Cost/	Cost/
	Total Sq.Ft	Cost	Size	SFR	MFR	SFR	MFR
Elementary	94.74%	\$3,305,690	95	0.3461	0.1182	\$ 11,409.68	\$ 3,896.63
Mid/Jr. High	94.74%	\$8,027,735	240	0.1498	0.0528	\$ 4,747.08	\$ 1,673.20
Sr. High	94.74%		320	0.1396	0.0582	\$ -	\$ -
					TOTAL	\$ 16,156.77	\$ 5,569.84
Temporary Facility Cost:							
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(Temporary/Total Square Feet)							
				Student	Student	Cost/	Cost/
	%Portable/	Facility	Facility	Factor	Factor	SFR	MFR
	Total Sq.Ft	Cost	Size	SFR	MFR		
Elementary	5.26%	\$0	44	0.3461	0.1182	\$ -	\$ -
Mid/Jr. High	5.26%	\$0	88	0.1498	0.0528	\$ -	\$ -
Sr. High	5.26%	\$0	22	0.1396	0.0582	\$ -	\$ -
					TOTAL	\$ -	\$ -
State Matching Credit:							
Boeckh Index X SPI Square Footage X State Match % X Student Factor							
				Student	Student		
	Boeckh	SPI	State	Factor	Factor	Cost/	Cost/
	Index	Footage	Match %	SFR	MFR	SFR	MFR
Elementary	213.23	90.0	0.00%	0.3461	0.1182	\$ -	\$ -
Mid/Jr. High	213.23	108.0	0.00%	0.1498	0.0528	\$ -	\$ -
Sr. High	213.23	130.0	0.00%	0.1396	0.0582	\$ -	\$ -
					TOTAL	\$ -	\$ -
Tax Payment Credit:						SFR	MFR
Average Assessed Value						\$ 274,332.00	\$ 197,261.00
Capital Bond Interest Rate						3.27%	3.27%
Net Present Value of Average Dwelling						\$ 2,308,190.56	\$ 1,659,726.09
Years Amortized						10	10
Property Tax Levy Rate						\$ 1.22	\$ 1.22
	Present Value of Revenue Stream					\$ 2,815.99	\$ 2,024.87
	Fee Summary:			Single -	Multiple -		
				Family	Family		
	Site Acquisition Costs			\$ -	\$ -		
	Permanent Facility Cost			\$ 16,156.77	\$ 5,569.84		
	Temporary Facility Cost			\$ -	\$ -		
	State Match Credit			\$ -	\$ -		
	Tax Payment Credit			\$ (2,815.99)	\$ (2,024.87)		
	Sub-total			\$ 13,340.77	\$ 3,544.97		
	Local Share			\$ 6,670.39	\$ 1,772.49		
	District Discount				\$ -		
	FEE			\$ 6,670	\$ 1,772	YEAR 2016	

Appendix Table 1

Fife School District Current Facilities Inventory

The inventory of current Instructional Facilities includes the following:

Name	Capacity* (Number of Students)	Location
<u>Elementary</u>		
Discovery Primary	485	1205 – 19 th Avenue, Milton WA 98354
Hedden Elementary	485	11313 8 th Street East, Edgewood WA 98372
Endeavour Intermediate	530	1304 – 17 th Avenue, Milton WA 98354
<u>Middle/Junior</u>		
Surprise Lake Middle School	530	2001 Milton Way, Milton WA 98354
Columbia Jr. High School	600	2901 54 th Avenue East, Tacoma, WA 98424
<u>Senior</u>		
Fife High School	<u>705</u>	5616 - 20 Street East, Tacoma, WA 98424
TOTAL	3,335	

* These capacity numbers exclude portable classroom facilities.

Appendix Table 2
Public School Facilities
(Square Feet per Actual Student Headcount)

District Name FIFE	Elementary Schools (1)	Middle/Jr Schools (2)	Senior High School
	96.89	144.52	181.13

(1) Includes Discovery @ 100.08, Hedden @ 96.95 and Endeavour @ 93.69.

(2) Includes Surprise Lake Middle School @ 123.38 and Columbia @ 166.97.

Appendix Table 3
Public School Facilities
Individual Capacity Projects

Name	Capacity
Discovery Primary Addition	95
Surprise Lake Middle School Addition	240

Appendix Table 4
Public School Facilities
CFP Projects and Financing Plan
Sources and Uses of Funds

Sources/Uses	2012-2022
Sources of Funds:	
Existing Revenue:	163,986
New Revenue:	
Bonds, Not approved	13,000,000
Impact Fees	228,844
Total Sources:	13,228,844
Use of Funds:	
Capacity Projects:	
Elementary Addition	3,305,690
Middle School Addition	8,027,735
Sub Total:	11,333,425
Non-Capacity Projects:	1,895,419
Sub Total:	1,895,419
Total Costs/Use of Funds:	13,228,844
Balance: Surplus or (Deficit)	0

Appendix Table 5

Public School Facilities Capital Facility Requirements to 2021-22

Time Period	Student Population/ Student Demand	Student Capacity	Net Reserve or Deficiency	Dollar Cost @ \$ per Student
2015-16 Actual	3,590	3,335	-255	-\$ 8,701,365*
2015-16 to 2021-22 Growth	3,893	3,670	-223	-\$ 7,609,429*

* Calculated using cost per student (Table 6) avg. \$34,123 X deficiency.

Appendix Table 6

Public School Facilities School District Cost per Student Headcount

District Name	Elementary School	Middle/Junior High School	Senior High School
Fife	\$34,797	\$33,449	\$0

Elementary School: calculated using Discovery Primary School estimated construction costs stated in this plan of \$3,305,690 ÷ 95 (projected increased capacity).

Middle/Jr. High School: calculated using Surprise Lake Middle School estimated construction costs stated in this plan of \$8,027,735 ÷ 240 (projected increased capacity).

Appendix Table 7

PROJECTS CAPACITY TO HOUSE STUDENTS

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
New Additions				+335			
Core Capacity	3335	3335	3335	3670	3670	3670	3670
Portable # Change	0	0	0	-4*	0	0	0
Portable Capacity Change	0	0	0	-88	0	0	0
Portable Capacity	638	638	638	550	550	550	550
Core + Portable Capacity	3973	3973	3973	4220	4220	4220	4220
Projected Enrollment (Headcount)	3590	3644	3712	3733	3794	3846	3893
Surplus Capacity with Portables	383	329	261	487	426	374	327
Surplus Capacity w/o Portables	-255	-309	-377	-63	-124	-176	-223

* Removal of 4 portable classrooms from Discovery Primary School, replaced by permanent addition.

Appendix Table 8

SIX YEAR FINANCE PLAN (\$ in 1,000's)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Local Bond	State	Impact Fees/Other
New Capacity			\$11,333				\$11,104	\$0	\$229
# Portables Purchased									
Cost of Portables Purchased							\$0	\$0	\$0
Totals			\$11,333				\$11,104	\$0	\$229

**Appendix Table 9
2016 Fife School District Student Generation Rates***

Single Family	Elementary School	Middle School	High School	Totals
Auburn	.2260	.0820	.0940	.4020
Bethel	.3550	.1170	.0900	.5620
Federal Way	.3204	.1647	.1257	.6108
Puyallup	.4160	.1790	.1500	.7450
Steilacoom	.4360	.2040	.2040	.8440
Sumner	.3230	.1520	.1740	.6490
Single Family Average	.3461	.1498	.1396	.6355

Multi Family	Elementary School	Middle School	High School	Totals
Auburn	.0720	.0220	.0440	.1380
Bethel	.2560	.1020	.1060	.4640
Federal Way	.0990	.0320	.0310	.1620
Puyallup	.1360	.0570	.0550	.2480
Steilacoom	.0340	.0340	.0110	.0790
Sumner	.1120	.0700	.1020	.2840
Multi Family Average	.1182	.0528	.0582	.2292

*Note: Student Generation Rates (SGR) used in this plan are the averages from the following surrounding school district's current capital facilities plan: Federal Way, Steilacoom, Sumner, Puyallup, Auburn, and Bethel.

Sponsored by: Councilmembers Derek Young
Requested by: Pierce County Council

ORDINANCE NO. 2016-79

An Ordinance of the Pierce County Council Amending Section 4A.30.030 of the Pierce County Code (PCC), "School Impact Fee Schedule," to Adjust School Impact Fees for 2017 Based Upon Changes in the Consumer Price Index; Creating a Working Group to Review the School Impact Fee Methodology Set Forth in Title 4A PCC; Appointing Members; Requesting that the Working Group Report Back to the Council with its Findings and Recommendations by a Date Certain; and Setting an Effective Date.

Whereas, school impact fees in Pierce County are calculated according to the formulas in Section 4A.30.020 of the Pierce County Code (PCC), then the fee is "capped" by a "Maximum Fee Obligation" (MFO) which increases annually according to the Consumer Price Index for the Seattle/Tacoma/Bremerton Standard Metropolitan Statistical Area (PCC 4A.30.020 D.); and

Whereas, the annual adjustment must be adopted by Ordinance following the adoption of the Capital Facilities Plan and any review of impact fees; and

Whereas, it has been the practice of the Pierce County Council (Council) to only adjust impact fees in increments of five dollars, rounding up to the nearest five dollar increment; and

Whereas, the Council temporarily suspended inflationary adjustments to park and school impact fees for the years 2012 and 2013 for economic reasons through the adoption of Ordinance Nos. 2011-81s and 2012-71; and

Whereas, school impact fees are collected for residential development in the unincorporated County for school districts that meet the requirements in Title 4A PCC; and

Whereas, the Consumer Price Index for all urban customers for the Seattle-Tacoma-Bremerton area for January 2006 was calculated to be 202.25 (the base index for school impact fees); for August 2016 it was 256.91 which is an increase of 27.02 percent; and



1 **Whereas**, the MFO for school districts effective in January 2006 and adopted in
2 Ordinance No. 2004-94s was \$2,675.00 for single-family dwelling units, and \$1,410.00
3 for each multi-family dwelling unit; and
4

5 **Whereas**, as a result of inflationary adjustments from prior years, the current
6 MFO for schools is \$3,330.00 for single-family dwelling units, and \$1,755.00 for multi-
7 family dwelling units; and
8

9 **Whereas**, after adjusting for changes to the Consumer Price Index through
10 August 2016 and rounding up to the nearest five dollar increment, the adjusted school
11 MFOs are \$3,400.00 for single-family dwelling units, and \$1,795.00 for multi-family
12 dwelling units, an increase of \$70.00 and \$40.00, respectively; and
13

14 **Whereas**, pursuant to PCC 4A.10.130 and 4A.30.010 C., the County has
15 reviewed the relevant School Districts' Capital Facilities Plans, County Comprehensive
16 Plan Amendments, and Title 4A PCC; and
17

18 **Whereas**, the White River and Carbonado School Districts have requested that
19 no impact fees be collected by Pierce County within their respective districts; and
20

21 **Whereas**, the Council is reviewing the school impact fee changes in conjunction
22 with the annual review and update of the Capital Facilities Plan element of the
23 Comprehensive Plan as required by PCC 4A.10.030 A.; and
24

25 **Whereas**, school impact fee policies and associated methodology have not been
26 reviewed since inception; and
27

28 **Whereas**, the Council desires to convene a working group to conduct such a
29 review and to provide findings and recommendations back to the Council; and
30

31 **Whereas**, the Council desires that the working group be convened in 2017 and
32 to provide a report back to the Council no later than May 1, 2017; **Now Therefore**,
33

34 **BE IT ORDAINED by the Council of Pierce County:**
35

36 Section 1. Section 4A.30.030 of the Pierce County Code, "School Impact Fee
37 Schedule," is hereby amended as shown in Exhibit A, which is attached hereto and
38 incorporated herein by reference.
39
40



1 Section 2. A Working Group is hereby created to review Pierce County's school
2 impact fee policies and methodology and is requested to provide findings and
3 recommendations on the following:

- 4
- 5 • The Maximum Fee Obligation (MFO) policy, comparison of this policy to
6 other jurisdictions in Washington which collect school impact fees, and
7 modifications, if any, that should be made to the MFO policy.
- 8
- 9 • The school impact fee methodology set forth in Chapter 4A.30 PCC,
10 consistency in the application of the methodology across school districts,
11 comparison of the methodology to the methodology used by other
12 jurisdictions in Washington which collect school impact fees, and
13 modifications, if any, that should be made to the methodology.
- 14
- 15 • Other school impact fee policy, methodology, or regulatory issues as
16 appropriate.
- 17

18 Section 3. The Working Group shall consist of the following ten members:

- 19
- 20 • The Chair of the Council;
- 21 • The Chair of the Community Development Committee;
- 22 • One representative from the Peninsula School District;
- 23 • One representative from the Bethel School District;
- 24 • One representative from the Puyallup School District;
- 25 • One representative from the Sumner School District;
- 26 • The County Executive or designee;
- 27 • Two representatives of the Master Builders Association; and
- 28 • One representative from the Tacoma Pierce County Association of
29 Realtors.
- 30

31 Section 4. The Working Group shall report back to the Council on or before
32 May 1, 2017, with its findings and recommendations.



Section 5. This Ordinance shall become effective on January 1, 2017.

PASSED this 15th day of November, 2016.

ATTEST:

PIERCE COUNTY COUNCIL
Pierce County, Washington

Denise D. Johnson

Denise D. Johnson
Clerk of the Council

Douglas G. Richardson

Douglas G. Richardson
Council Chair

Pat McCarthy

Pat McCarthy

Pierce County Executive

Approved ☒ Vetoed ☐ this
18 day of November,
2016.

Date of Publication of

Notice of Public Hearing: October 26, 2016

Effective Date of Ordinance: January 1, 2017



Only those portions of Section 4A.30.030 that are proposed to be amended are shown.
Remainder of text, tables and/or figures is unchanged.

4A.30.030 School Impact Fee Schedule.

SCHOOL DISTRICT	PER SINGLE-FAMILY DWELLING UNIT		PER MULTI-FAMILY DWELLING UNIT	
	School District Fee Calculation for 2016 2017	2016 2017 Impact Fee (Maximum Fee Obligation Effective 1/01/1617 is \$3,330 3,400)	School District Fee Calculation for 2016 2017	2016 2017 Impact Fee (Maximum Fee Obligation Effective 1/01/1617 is \$1,755 1,795)
Bethel	\$10,608 \$13,797	\$3,330 \$3,400	\$7,514 \$10,369	\$1,755 \$1,795
Carbonado	0	0	0	0
Dieringer	\$4,672 \$5,053	\$3,330 \$3,400	\$1,518 \$1,759	\$1,518 \$1,759
Eatonville	0	0	0	0
Fife	\$3,216 \$6,670	\$3,216 \$3,400	\$6,875 \$1,772	\$1,755 \$1,772
Franklin Pierce	\$10,032	\$3,330 \$3,400	\$4,530	\$1,755 \$1,795
Orting	\$4,841	\$3,330 \$3,400	\$163	\$163
Peninsula	\$5,296	\$3,330 \$3,400	\$3,085	\$1,755 \$1,795
Puyallup	\$8,144	\$3,330 \$3,400	\$2,202	\$1,755 \$1,795
Steilacoom	\$6,184	\$3,330 \$3,400	0	0
Sumner	\$12,750	\$3,330 \$3,400	\$4,302	\$1,755 \$1,795
White River	0	0	0	0
Yelm	\$4,450	\$3,330 \$3,400	\$1,812	\$1,755 \$1,795





**CITY OF EDGEWOOD
STAFF REPORT**

STUDY SESSION AGENDA ITEM: TIF Report/Code Modifications

Date: January 17, 2017

Title: Transportation Impact Fee Study and Proposed Code Modifications to EMC 4.30

Attachments: Draft TIF Program Report, Draft TIF Project Map, Draft TIF Schedule, Draft TIF Project List and Proposed EMC 4.30 Code Modifications

Submitted By: Kevin Stender, Community Development Director
Aaron C. Nix, ACA Municipal Services

Approved For Agenda By: Daryl Eiding, Mayor

Discussion: The City initiated a contract with Transpo transportation consultants in order to evaluate the City's current roadway infrastructure, evaluating the level of service standards set by the City Council and ensuring that these levels of services are met as future build out occurs within the City of Edgewood. State law allows for Cities to collect funds from developers, based on the impacts to the Cities transportation system directly attributed to increased roadway trips from new development proposals. These funds are identified as Traffic Impact Fees and are collected at prescribed times during the development process, based on codified language within EMC.

The City's Consultant helps Staff achieve this by running complex transportation modeling programs that account for increased traffic flows, as build-out and other factors occur and evaluates the system for future projects that will increase transportation efficiency and capacity in order to meet the increased demand, while maintaining the service levels that the City Council has established. Obviously, this is very complex, with many factors and not always an exact science, as demonstrated by the current state of affairs of Puget Sound's Transportation system. In any event, these funds help cities better handle the impacts associated new development and allows them to have some resources in helping maintain the transportation system, as other resources allow.

Recommendation: N/A. Staff are introducing these materials to the City Council in order to brief the Council on the recent work conducted by the Cities consultant, Transpo, in evaluating the current state of the Cities transportation infrastructure and future demands.

Fiscal Impact: This is a non-project item that provides recommendations for future projects as it relates to the City's transportation infrastructure, based on projected future growth.

CITY OF EDGEWOOD TRANSPORTATION IMPACT FEE PROGRAM REPORT

Prepared for:
City of Edgewood

October 2016

Prepared by:



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

15395.00

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Table of Contents

Introduction	2
What are Transportation Impact Fees?	2
How do Transportation Impact Fees Relate to Other Development Regulations?	3
Development of the City of Edgewood's Transportation Impact Fee Program.....	6
What Improvement Projects and Costs are Included?	6
What Share of the TIF Costs Are Allocated to Growth in Edgewood	12
What is the Service Area for the Transportation Impact Fee Program?.....	12
What are the Resulting Transportation Impact Fees and Schedule?.....	12
How is the Transportation Impact Fee Rates Determined for Uses Not Specifically Included in the Rate Schedule?	13
How are the Transportation Impact Fees Collected and Spent?.....	14
Are any Developments Exempt from the Fees?.....	14
How Will the Impact Fees be Kept Up to Date?	15

Figures

Figure 1.	Elements of the Development Review Process	3
Figure 2.	Transportation Impact Fee Program Projects	11

Tables

Table 1.	Transportation Impact Fee Program Project Costs	9
Table 2.	Calculating the Citywide Base Transportation Impact Fee Rate.....	12

Appendix

Appendix A: TIF Schedule

Introduction

Edgewood, like many local government agencies in Washington State, has implemented transportation impact fees (TIF) 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. State law (Chapter 82.02 RCW) requires that TIFs are:

- Related to improvements serving new developments and 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 first implemented and adopted a TIF program in 2007 (Ordinance No. 07-0282). The program is defined in Title 4.30 of the Edgewood Municipal Code. In 2015, the City updated its Comprehensive Plan to plan and support the growth expected to occur between 2015 and 2035. The analysis from the adopted Comprehensive Plan forms the basis for the 2016 TIF program update.

The TIF program builds from the long-term transportation project list contained in the Transportation and Capital Facilities Elements of the Comprehensive Plan. The project list was prepared by 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 was utilized to provide the technical basis for the TIF program.

This report documents the update of the City of Edgewood's TIF program. The report also highlights what transportation impact fees are and how they relate to other development regulations. An overview of the TIF program is provided to summarize how the program was set-up and how the fees were established. It also highlights how the program will be implemented by Edgewood.

What are Transportation Impact Fees?

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

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

TIFs cannot be the only funding for the growth-related transportation improvement projects. 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” principal
- Funds must be spent on roadway improvement projects that are designed to 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
- Helps 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?

As noted above, TIFs are an optional element allowed under GMA. They are used to help mitigate some of a development’s potential transportation impacts. TIFs are used in conjunction with three other development review regulations as shown in Figure 1:

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

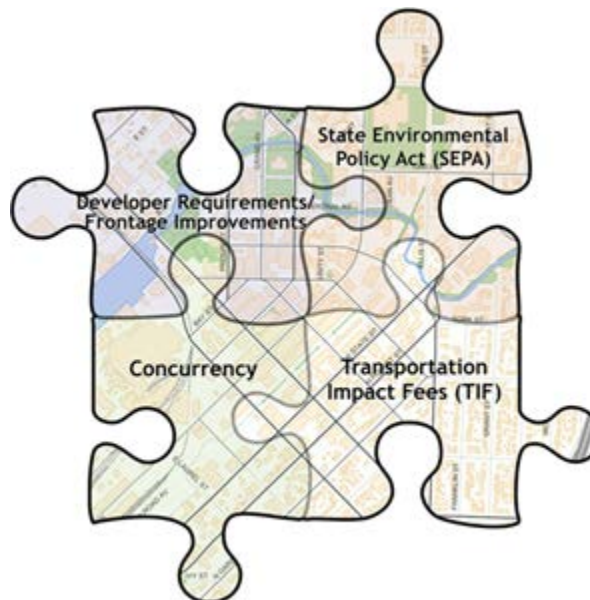


Figure 1. Elements of the Development Review Process

These other requirements basically cover transportation impacts directly resulting from development. They do not specifically 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 go away with 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 Road Standards (EMC 12.05). Frontage improvements apply to both vehicular and non-motorized facilities. Key elements related to addressing impacts to the transportation system include:

- Addresses on-site impacts and access onto public rights-of-way
- Helps to insure that new development is served by adequate roadways
- Developer can be responsible for frontage along public and private roads
- Can be used to address potential vehicular, transit, and non-motorized 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 consequences 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 in 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, and 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 impacts of the proposed development. SEPA uses the "significant adverse environmental impact" standard as the threshold for triggering mitigation. The intention of SEPA, as applied for transportation, is to mitigate a development's significant adverse 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 summarizes key items of SEPA in the review of specific development projects:

- Uses "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
- Typically reviewed on a development by development basis, or as part of a Planned Action Ordinance
- Can be used to mitigate both on- and off-site impacts
- Mitigation can be in the form of constructing improvements or payment of proportionate share of improvement costs
- Pooling of mitigation funds from one impact location to another location is generally not allowed
- Does not require denial of developments if standards are not met

Concurrency

The GMA 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 to set level of service standards and how to apply transportation concurrency within their plans, regulations, and permit systems.

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. 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.

Development of the City of Edgewood's Transportation Impact Fee Program

The revised Transportation Impact Fee (TIF) program for the City of Edgewood is based on technical analyses and policy direction. 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 Edgewood?
- What is the service area for the TIF Program?
- What are the service areas 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 facilities plan and are designed to provide service to service areas within the community at large, in contrast to project improvements."*

The initial task of 2016 TIF update was a review of the improvement projects included in the 2015 Transportation Element (TE), a number of which are projects that were also contained in the City's currently adopted TIF program. In addition, the evaluation included an assessment of potential additional projects for inclusion in the Transportation Element and TIF.

Review of 2015 Transportation Element Projects and Costs

The 2015 TE included four groups of projects and associated costs that contain TIF eligible projects:

- Roadway and Traffic Projects
- Meridian Parallel Road System
- Studies
- Non-Motorized Projects

Projects and costs included in each group were reviewed to determine whether to include a portion of the project costs in the updated 2016 TIF program. The review addressed existing and forecast traffic volumes and levels of service. The primary focus of the technical analysis was to determine if the improvement was needed to serve growth. The evaluation also assessed each improvement in resolving existing deficiencies - which cannot be covered by impact fees. These analyses were based on travel demand model analysis. In addition, project descriptions from the 2015 TE were used to determine TIF eligibility.

The following summarizes the review and results for the four project groups identified in the 2015 Transportation Element project list.

Roadway and Traffic Projects

Roadway and traffic projects provide intersection improvements such as signal installation and upgrades, upgrading pedestrian facilities to be compliant with Americans with Disabilities Act (ADA) requirements, construction of new intersection traffic control, safety projects, and other intersection and roadway improvements.

The City's 2015 TE project list identifies ten projects, nine of which are identified as being TIF eligible with a total project cost of \$26.1 million in the roadway and traffic project group. New to the TIF program include 8th Street E Safety Improvements (R-1), 122nd Avenue E Safety Improvements (R-2), and Edgewood Drive Safety Improvements (R-4), which all improve shoulders and construct separated pedestrian walkways, along with other facility enhancements. The shoulder improvements combined with separated pedestrian facilities add to the overall mobility and capacity of the roadway.

Meridian Avenue Safety Improvements (R-3) constructs a 3-lane cross-section with sidewalks and bicycle facilities adding additional roadway capacity for turning vehicles and non-motorized users. Project R-9 constructs a roundabout at Meridian Avenue/36th Street E. The Chrisella Road E Safety Improvements (R-10) adds to the overall mobility and capacity of corridor by improving shoulders, sight distances, and intersections. Of the nine projects identified as being TIF eligible, 7 are identified as being partially eligible and 2 are fully eligible. The full list of projects can be found in Table 1 and Figure 2.

Meridian Parallel Road System

The TIF program includes a portion of the City's proposed plan to construct a parallel road network on both the east and west sides of Meridian Avenue. The parallel network and additional east-west connecting streets were identified to support local property access, neighborhood circulation, and provide capacity for north-south travel in lieu of additional widening of Meridian Avenue. These roadways will help serve the forecasted growth in the City which is planned for in the Town Center and the rest of the Meridian Avenue corridor.

The City's travel demand model provided the basis for assessing roadway operations for the Meridian Parallel Road System. The travel forecasts and resulting volume-to-capacity (v/c) ratios were used to identify which of the parallel roads system and connecting roads should be considered for inclusion in the TIF program. The segments of Meridian Avenue which had a forecast v/c ratio greater than 0.80 without construction of the parallel road network were identified as potential candidates for the TIF program. These projects are primarily located south of 24th Street. These segments of the parallel road system provide additional capacity for the Meridian Avenue corridor, as well as serving local property access and circulation.

Of the 25 projects in this group, 15 are identified as either fully TIF eligible or partially eligible.

Studies

The 2015 project list includes a project grouping for studies. The Meridian Avenue E Preliminary Design (S-1) project is identified as being fully TIF eligible. This project completes a corridor study and preliminary design of a 3-lane cross-section and supporting intersection treatments. The project is a component of project R-3 in the Roadway and Traffic Projects group. In addition, the Multimodal Network Implementation Plan (S-4) is identified as being partially TIF eligible. The project prepares a plan to complete an interconnected network of multimodal connections around the Meridian Avenue corridor, which involves preliminary design of several TIF eligible projects identified as part of the Meridian Parallel Road System.

Non-Motorized Projects

The City's 2015 TE project list includes 11 projects, with 3 identified as being partially TIF eligible. The projects have a total cost of \$12.8 million. As described previously, only projects

that add travel capacity to facilitate future growth can be identified as TIF eligible. Projects in this group include roadway improvements such as separated pedestrian facilities to increase overall mobility for roadway users and bus turnouts which allow roadway users to experience less delay due to school bus and transit stops. Only a small fraction of the total projects costs are included in the TIF program.

Additional TIF Improvement Projects

As part of the 2016 TIF program update, evaluation of the Meridian Avenue corridor was conducted to identify additional projects that could improve the capacity and efficiency of the corridor. Once the projects were identified, they were each reviewed to confirm TIF eligibility. All but one of the identified projects were assumed to be TIF eligible as they each increase corridor capacity and mitigate future operational deficiencies caused by new growth. The Meridian Avenue Signal Interconnect (NP-1) and Meridian Avenue Signal Coordination (NP-2) installs signal interconnect technology to improve corridor travel flow. Project NP-5 calls for the use of permitted left-turns to reduce delay experienced by users making left-turns onto the corridor. NP-6 adds a right-turn lane at Meridian Avenue/Emerald Street intersection to reduce queuing on the southbound approach.

Summary of TIF Program Project Costs

Table 1 summarizes the improvements projects and costs included in the 2016 TIF program. The project locations are shown on Figure 2. A project identification number was assigned to support discussion of the TIF program. The project identifiers do not represent the City's priorities or project references used in the Capital Improvement Program.

As shown on Table 1, the total cost of projects included in the TIF program is about \$39.6 million (2015 dollars). After applying the adjustments for existing deficiencies and capacity to serve external growth, the TIF related portion of the costs is reduced to \$17.3 million. This represents approximately 44 percent of the total project costs included in the TIF analysis.

Table 1. Transportation Impact Fee Program Project Costs

Project ID	Project Name	Project Limits	Total Cost Estimate	Impact Fee Share Cost
R-1	8th Street E Safety Improvements (Multi-modal Loop)	114th Avenue E to 122nd Avenue E	\$1,290,000	\$258,000
R-2	122nd Avenue E Safety Improvements	8th Street E to 48th Street E	\$1,305,200	\$261,040
R-3	Meridian Avenue Safety Improvements	36th Street E to 24th Street E	\$9,910,000	\$3,964,000
R-4	Edgewood Drive Safety Improvements	48th Street E to Sumner Heights Drive	\$1,668,050	\$333,610
R-6	Meridian Avenue / 12th Street E	Intersection	\$320,000	\$320,000
R-7	Meridian Avenue / 20th Street E	Intersection	\$320,000	\$320,000
R-8	Meridian Avenue / 32nd Street E	Intersection	\$320,000	\$160,000
R-9	Meridian Avenue / 36th Street E	Intersection	\$1,430,000	\$715,000
R-10	Chrisella Rd E Safety Improvements	36th St E to City limits	\$870,000	\$174,000
NP-1	Meridian Avenue Signal Interconnect	Emerald St to 36th St	\$680,000	\$680,000
NP-2	Meridian Ave Signal Coordination	Emerald St to 36th St	\$30,000	\$30,000
NP-3	Intersection Improvements at Emerald Street	Emerald St & Meridian Ave	\$220,000	\$220,000
NP-5	Permitted left turn phasing	Emerald St to 36th St	\$20,000	\$10,000
NP-6	Add SB right turn pocket at Meridian Ave & Emerald St	Emerald St & Meridian Ave	\$190,000	\$190,000
MCE-5	104th Avenue E/ 13th Street E/ 103rd Avenue E	12th Street E to 16th Street E	\$1,290,000	\$1,290,000
MCE-6	16th Street E	Meridian to 104th Avenue E	\$1,360,000	\$680,000
MCE-11	24th Street E	Meridian to 104th Avenue E	\$1,360,000	\$408,000
MCE-12	104th Avenue E	24th Street E to 103rd Ct Avenue E	\$940,000	\$282,000
MCE-13	29th Street E	Meridian to 103rd Avenue Ct E	\$740,000	\$370,000
MCE-14	103rd Avenue E	29th Street E to 32nd Street E	\$1,290,000	\$645,000
MCE-15	32nd Street E	Meridian to 103rd Avenue E	\$740,000	\$370,000

Transportation Impact Fee Program Project Costs (continued)

MCE-16	103rd Avenue E	32nd Street E to 36th Street E	\$1,640,000	\$820,000
MCE-17	36th Street E	Meridian to 103rd Avenue E	\$740,000	\$222,000
MCW-1	16th Street E	101st Avenue E to Meridian	\$1,080,000	\$540,000
MCW-5	24th Street E	101st Avenue E to Meridian	\$1,080,000	\$324,000
MCW-6	101st Avenue E	24th Street E to 29th Street E	\$2,310,000	\$1,155,000
MCW-7	29th Street E	101st Avenue E to Meridian	\$1,080,000	\$540,000
MCW-8	101st Avenue E	29th Street E to 32nd Street E	\$1,290,000	\$645,000
MCW-9	32nd Street E	101st Avenue E to Meridian	\$1,080,000	\$540,000
S-1	Meridian Avenue E Preliminary Design	24th Street E to 36th Street E	\$250,000	\$250,000
S-4	Multimodal Network Implementation Plan	Meridian Avenue Corridor Area	\$125,000	\$62,500
N-2	Pedestrian Safety (Highest Priority) Low Cost Improvements	Various (8th St from 114th to Meridian); (32nd St from 110th to 122nd)	\$328,905	\$65,781
N-5	24th Street E Walkway Extension (Multi-modal Loop)	110th Avenue E to 122nd Avenue E	\$1,180,000	\$236,000
N-10	24th Street E Walkway	94th Avenue E to Meridian Avenue E	\$1,150,000	\$230,000
TOTAL Project Costs (only projects in the TIF)			\$39,627,155	\$17,310,931

Figure 2. Transportation Impact Fee Program Projects

What Share of the TIF Costs Are Allocated to Growth in Edgewood

Increases in traffic in Edgewood will come 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 the City roadways.

The travel demand model was adjusted to separate out the growth-related travel demands from the existing travel demands. The growth travel demands were then divided into City generated travel and non-City generated growth travel demands. Growth trips that had an origin or destination within the City were counted, as well as trips that occurred only within the city (internal trips). This resulted in 91 percent growth in trips over the 20-year horizon.

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 updating its impact fee program in 2012, the City evaluated various service area concepts. Based on that review, a single, citywide service area for its Transportation Impact Fee program has been maintained.

What are the Resulting Transportation Impact Fees and Schedule?

The City share of the impact fee program project costs were 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 takes into account the relative net new trip generation of the various land uses.

Base Transportation Impact Fee Rate

Based on the existing and forecast land uses used in developing the travel demand model, growth in the City will generate 3,922 additional PM peak hour trips ends (either origins or destinations). To calculate a base transportation impact fee rate, the City growth share of the TIF project costs for the citywide service area were divided by the increase in trip ends forecast within the City. As shown in Table 2, this results in a base TIF rate of \$4,413 per new PM peak hour trip end for the citywide service area.

Table 2. Calculating the Citywide Base Transportation Impact Fee Rate

A. Growth Share of TIF Cost ¹	\$17,310,931
B. Growth in Trip Ends ¹	3,922
C. Base TIF Rate for Service Area ²	\$4,413

1. Based on model analysis of growth in travel based on land use assumptions.

2. 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), 9th Edition, 2012 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 period. *Trip Generation* notes that for some retail and other commercial land uses, not all of the 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 makes 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.

Trip Generation 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 Edgewood. The base trip generation rate for residential and many other land use categories are not affected by 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 = Base Cost per New PM Peak Hour Trip x
Base Trip Generation Rate per Unit of Development x Pass-by Trip Adjustment Factor***

Appendix A 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 included in Appendix A includes impact fee rates for a wide range of typical land uses. There will, however, be development applications for land uses not included in the rate schedule. 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 applications where the land use category is not included in the rate schedule, the City Manager (or designee), would review the schedule and base the rate on the most comparable type of land use in the schedule. The City Manager could review definitions in *Trip Generation* or other available studies. The City Manager would consider the type of activity, size of development, and other information provided by the applicant in selecting the comparable land use for use in establishing the fee. Such 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 City Manager should document the rationale for selecting a comparable land use in order to provide background for the project file.

If the City Manager determines that none of the categories in the rate schedule provides a suitable comparable land use, the City Manager could then 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, pass-by trips, or other similar types of data. After reviewing the independent calculation, the City Manager may accept the calculation and impose the fee based on the independent fee analysis. If the City Manager does 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 Edgewood 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 assure 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 requirement to encumber or spend the fees within 10 years was adopted by the Washington State Legislative as part of ESHB 1478 in April 2011 and was signed by the Governor in May 2011.)

The City may only spend the collected fees on improvement projects identified in the TIF program (Figure 2). The fees may 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 provide 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. In addition to low-income housing, developments serving a broad

public purpose could include parks, schools, City facilities, fire stations, water or sewer district facilities, or other similar developments.

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 source 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.

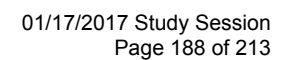
The City of Edgewood has previously chosen to only exempt new developments that do not result in an increase in PM peak hour traffic. However, the City may choose to review this in the future.

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. The City's TIF program and ordinance does not include a cost escalation factor. If the City decides to incorporate a cost escalation factor in the future, it could be based on the WSDOT Construction Cost Index (CCI) which reflects changes in the cost of transportation improvement projects.

The City also should plan to update the base TIF rates as new growth-related transportation improvement projects are defined as part of the 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: TIF Schedule



City of Edgewood

Schedule of Transportation Impact Fees

Cost per PM peak hour trip end = \$4,413

Land Use Category - ITE 9th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (3)	Impact Fee Per Unit (4)
RESIDENTIAL							
Detached Housing	3	210	1.00	Dwelling Unit	1.00	1.00	\$4,413
Attached and Stacked Housing	3	220, 221, 230, 233	0.62	Dwelling Unit	1.00	0.62	\$2,736
Senior Housing	3	251, 252	0.27	Dwelling Unit	1.00	0.27	\$1,192
Nursing Home	3	620	0.22	Bed	1.00	0.22	\$971
Congregate Care/Asst. Living	3	253	0.17	Dwelling Unit	1.00	0.17	\$750
INSTITUTIONAL							
County Park	1	412	0.09	Acre	1.00	0.09	\$397
Beach Park	1	415	1.30	Acre	1.00	1.30	\$5,737
Regional Park	1	417	0.20	Acre	1.00	0.20	\$883
Golf Course		430	2.92	Hole	1.00	2.92	\$12,886
Multi-Purpose Recreational Facility	1	435	3.58	1,000 sf GFA	1.00	3.58	\$15,799
Multiplex Movie Theater	1	445	0.08	Seat	1.00	0.08	\$353
Casino/Video Lottery Establishment		473	13.43	1,000 sf GFA	1.00	13.43	\$59,267
Tennis Courts	1	490	3.88	Court	1.00	3.88	\$17,122
Racquet / Tennis Club		491	3.53	Court	1.00	3.53	\$15,578
Elementary School		520	0.15	Student	1.00	0.15	\$662
Middle/Junior High School		522	0.16	Student	1.00	0.16	\$706
High School		530	0.13	Student	1.00	0.13	\$574
Church		560	0.55	1,000 sf GFA	1.00	0.55	\$2,427
Day Care Center	5	565	12.34	1,000 sf GFA	1.00	12.34	\$54,456
Library		590	7.30	1,000 sf GFA	1.00	7.30	\$32,215
Hospital	1	610	0.93	1,000 sf GFA	1.00	0.93	\$4,104
Nursing Home	1	620	0.74	1,000 sf GFA	1.00	0.74	\$3,266
BUSINESS & COMMERCIAL							
Hotel		310	0.6	Room	1.00	0.60	\$2,648
All Suites Hotel	1	311	0.4	Room	1.00	0.40	\$1,765
Motel		320	0.47	Room	1.00	0.47	\$2,074
Resort Hotel		330	0.42	Room	1.00	0.42	\$1,853
Building Materials/Lumber	2(a), 3	812	4.49	1,000 sf GFA	0.75	3.37	\$14,861
Free-Standing Discount Superstore		813	4.35	1,000 sf GFA	0.73	3.18	\$14,013
Variety Store	2(b)	814	6.82	1,000 sf GLA	0.66	4.50	\$19,864
Free-Standing Discount Store		815	4.98	1,000 sf GFA	0.83	4.13	\$18,241
Hardware/Paint Store	3	816	4.84	1,000 sf GFA	0.74	3.58	\$15,806
Nursery-Retail (Garden Center)	2(a)	817	6.94	1,000 sf GFA	0.75	5.21	\$22,970
Nursery-Wholesale	2(a)	818	5.17	1,000 sf GFA	0.75	3.88	\$17,111
Shopping Center	6	820	n/a	1,000 sf GLA	0.66	n/a	n/a
Factory Outlet Center	2(b), 3	823	2.29	1,000 sf GFA	0.66	1.51	\$6,670
Quality Restaurant		931	7.49	1,000 sf GFA	0.56	4.19	\$18,510
High Turnover Sit-Down Restaurant		932	9.85	1,000 sf GFA	0.57	5.61	\$24,777
Fast Food Restaurant w/out Drive-Through	1	933	26.15	1,000 sf GFA	0.50	13.08	\$57,700
Fast Food Restaurant w/ Drive-Through		934	32.65	1,000 sf GFA	0.50	16.33	\$72,042
Quick Lubrication Vehicle Shop	2(c)	941	5.19	Servicing Position	0.72	3.74	\$16,490
Auto Care Center	2(c)	942	3.11	1,000 sf GLA	0.72	2.24	\$9,882
New Car Sales	2(a), 3	841	2.62	1,000 sf GFA	0.75	1.97	\$8,672

Transpo Group

City of Edgewood
Schedule of Transportation Impact Fees

Cost per PM peak hour trip end = \$4,413

Land Use Category - ITE 9th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (3)	Impact Fee Per Unit (4)
Auto Parts Sales	1,3	843	5.98	1,000 sf GFA	0.72	4.31	\$19,001
Gasoline/Service Station		944	13.87	Vehicle Fueling Position	0.58	8.04	\$35,501
Gasoline/Service Station w/ Convenience Market		945	13.51	Vehicle Fueling Position	0.44	5.94	\$26,233
Gasoline/Service Station w/ Convenience Market & Car Wash		946	13.86	Vehicle Fueling Position	0.44	6.10	\$26,912
Self-Service Car Wash		947	5.54	Wash Stall	0.65	3.60	\$15,891
Tire Store		848	4.15	1,000 sf GFA	0.72	2.99	\$13,186
Tire Superstore	2(e)	849	2.11	1,000 sf GFA	0.72	1.52	\$6,704
Supermarket	3	850	9.48	1,000 sf GFA	0.64	6.07	\$26,775
Convenience Market (24 Hr)		851	52.41	1,000 sf GFA	0.49	25.68	\$113,330
Convenience Market (16 Hr)	1	852	34.57	1,000 sf GFA	0.39	13.48	\$59,497
Convenience Market w/ Gas Pump		853	19.07	Vehicle Fueling Position	0.34	6.48	\$28,613
Discount Supermarket	3	854	8.34	1,000 sf GFA	0.79	6.59	\$29,075
Discount Club	2(f)	861	4.18	1,000 sf GFA	0.79	3.30	\$14,573
Home Improvement Superstore		862	2.33	1,000 sf GFA	0.58	1.35	\$5,964
Electronics Superstore	1	863	4.5	1,000 sf GFA	0.60	2.70	\$11,915
Toy/Children's Superstore	1, 2(b)	864	4.99	1,000 sf GFA	0.66	3.29	\$14,534
Apparel Store	2(b)	876	3.83	1,000 sf GFA	0.66	2.53	\$11,155
Pharmacy/Drug Store w/out Drive-Through		880	8.4	1,000 sf GFA	0.47	3.95	\$17,423
Pharmacy/Drug Store w/ Drive-Through		881	9.91	1,000 sf GFA	0.51	5.05	\$22,304
Furniture Store		890	0.45	1,000 sf GFA	0.47	0.21	\$933
Video Rental	2(d), 3	896	13.6	1,000 sf GFA	0.65	8.84	\$39,011
Bank/Savings: Walk-in	2(d)	911	12.13	1,000 sf GFA	0.65	7.88	\$34,794
Bank/Savings: Drive-in		912	24.3	1,000 sf GFA	0.65	15.80	\$69,703

City of Edgewood
Schedule of Transportation Impact Fees

Cost per PM peak hour trip end = \$4,413

Land Use Category - ITE 9th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (3)	Impact Fee Per Unit (4)
OFFICE							
Clinic	1	630	5.18	1,000 sf GFA	1.00	5.18	\$22,859
General Office	3	710	1.49	1,000 sf GFA	1.00	1.49	\$6,575
Corporate Headquarters	3	714	1.41	1,000 sf GFA	1.00	1.41	\$6,222
Single Tenant Office	3	715	1.74	1,000 sf GFA	1.00	1.74	\$7,679
Medical-Dental Office Building	3	720	3.57	1,000 sf GFA	1.00	3.57	\$15,754
U.S. Post Office		732	11.22	1,000 sf GFA	1.00	11.22	\$49,514
Office Park	3	750	1.48	1,000 sf GFA	1.00	1.48	\$6,531
Research and Development Center	3	760	1.07	1,000 sf GFA	1.00	1.07	\$4,722
Business Park	3	770	1.26	1,000 sf GFA	1.00	1.26	\$5,560
INDUSTRIAL							
General Light Industrial	3	110	0.97	1,000 sf GFA	1.00	0.97	\$4,281
General Heavy Industrial	1	120	0.19	1,000 sf GFA	1.00	0.19	\$838
Industrial Park		130	0.85	1,000 sf GFA	1.00	0.85	\$3,751
Manufacturing	3	140	0.73	1,000 sf GFA	1.00	0.73	\$3,221
Warehouse	3	150	0.32	1,000 sf GFA	1.00	0.32	\$1,412
Mini-Warehouse		151	0.26	1,000 sf GFA	1.00	0.26	\$1,147
Utilities	1	170	0.76	1,000 sf GFA	1.00	0.76	\$3,354
PORT and TERMINAL							
Truck Terminal	1	30	0.83	1,000 sf GFA	1.00	0.83	\$3,663
Park and Ride Lot with Bus Service	3	90	0.62	Parking Space	1.00	0.62	\$2,736

* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area.
** The Pass-By Trip Reduction Factor reduces the Average Trip Rate based on average Pass-By trip percentages published in the *ITE Trip Generation Handbook* (3rd Edition, 2014).

NET NEW TRIP RATE CALCULATION:

ITE Trip Rate
(1)

X

Pass-By Reduction Factor
(2)

=

Net New Trip Rate
(3)

IMPACT FEE CALCULATION:

Net New Trip Rate
(3)

X

\$4,413
Per New PM Peak Hour Trip

=

Impact Fee per Unit of Development
(4)

NOTES:
(1) *Trip Generation* (9th Edition, 2012) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
(2) No pass-by rates are available. Pass-by rates were estimated from other similar uses.

City of Edgewood
Schedule of Transportation Impact Fees

Cost per PM peak hour trip end = \$4,413

Land Use Category - ITE 9th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (3)	Impact Fee Per Unit (4)
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	2 (a)	No Data Available	25% Estimated Pass-by		0.75		
	2 (b)	Shopping Center (850)			0.66		
	2 (c)	Auto Parts Sales (843)			0.72		
	2 (d)	Bank/Drive-In (912)			0.65		
	2 (e)	Tire Store (848)			0.72		
	2 (f)	Discount Supermarket (854)			0.79		

- (3) Alternatively, the PM peak hour trip regression equation in *Trip Generation* can be used instead of the average trip rate identified in the table. However the equation must be used according to the instructions in *Trip Generation*.
- (4) No Average PM peak hour trip rate available. Need to perform own PM peak hour traffic count for the identified land use to calculate impact fee.
- (5) No pass-by data available in *Trip Generation Handbook* ; applicants can conduct and provide pass-by study data to support application.
- (6) ITE *Trip Generation* (9th Edition, 2012) equation used instead of trip rate.
- (7) The City of Edgewood has established Traffic Impact Fees (TIF) through Edgewood Municipal Code 4.30, as authorized by RCW 82.02 and RCW 36.70A. Unless otherwise noted, the City of Edgewood utilizes the weekday PM peak hour trip as the base measurement of trip generation. The City utilizes trip generation methodologies as identified in the most recent edition of the Institute of Traffic Engineers Trip Generation Manual.
- (8) No reduction in the City's base cost per trip may be considered at any time, although the City may consider variations to trip reduction rates for non-single family development when documented by the applicant utilizing methodologies accepted by the City.

City of Edgewood - Transportation Long-term Project List (2015 to 2035)

Project Group	Project ID	Project Name	Project Limits	Project Description	Project Type	In 2017 CIP/TIP?	Total Cost Estimate	Cost Estimate Source	TIF Project (2012)	TIF % (2012)	TIF Eligibility	TIF Comment	TIF %	Proposed TIF Share	Remaining Costs ¹
ROADWAY AND TRAFFIC PROJECTS	R-1	8th Street E Safety Improvements (Multi-modal Loop)	114th Avenue E to 122nd Avenue E	Separated pedestrian walkway, illumination at 8th/114th intersection; shoulder improvements, crosswalks, a flashing beacon and reconstruction of the 8th/114th intersection.	Reconstruction; Non-motorized; Safety	No	\$1,290,000	2015 Tran Element	No		Partial	Shoulder improvements combined with separated pedestrian facilities adds to overall mobility and capacity of roadways and intersections.	20%	\$ 258,000	\$ 1,032,000
	R-2	122nd Avenue E Safety Improvements	8th Street E to 48th Street E	Road overlay, shoulder improvements, school bus stop waiting areas, signage, and pavement markings.	Reconstruction; Non-motorized; Safety	No	\$1,305,200	2015 CIP	No		Partial	Construction of bus pull-outs allows roadway traffic to flow with less impedance, adding roadway capacity.	20%	\$ 261,040	\$ 1,044,160
	R-3	Meridian Avenue Safety Improvements	36th Street E to 24th Street E	Construct 3-lane cross-section with curb/gutter, sidewalks, storm drainage, and bicycle facilities.	Reconstruction; Non-motorized; Safety	No	\$9,910,000	2015 Tran Element	No		Partial	Project adds to overall roadway capacity by including turn lane, intersection improvements, and non-motorized facilities.	40%	\$ 3,964,000	\$ 5,946,000
	R-4	Edgewood Drive Safety Improvements	48th Street E to Sumner Heights Drive	Roadway widening, curb, gutter, storm water system, and pedestrian walkway.	Reconstruction; Non-motorized	T-5 TIP-3	\$1,668,050	2015 CIP	No		Partial	Pedestrian walkways and roadway widening contribute to overall increase in roadway capacity.	20%	\$ 333,610	\$ 1,334,440
	R-5	Railroad Frontage Road	86th Avenue E to Chrisella Road	Construct new roadway parallel to railroad tracks to eliminate need for several at-grade crossings.	New construction; Capacity	No	\$8,715,700	2015 CIP	No		No	Project does not serve new growth. A good candidate for mitigation as part of any future development activity in the area.	0%	\$ -	\$ 8,715,700
	R-6	Meridian Avenue / 12th Street E	Intersection	Install signal and make ADA upgrades	Signal Systems; Capacity	No	\$320,000	2012 TIF	Yes	100%	Full	Signal would be needed to resolve existing LOS F; assume widening of Meridian to five lanes covers existing deficiency; assign 100% to TIF. Signal and ADA upgrades address facilities accomodating future growth.	100%	\$ 320,000	\$ -
	R-7	Meridian Avenue / 20th Street E	Intersection	Install signal and make ADA upgrades	Signal Systems; Capacity	No	\$320,000	2012 TIF	Yes	100%	Full	Signal would be needed to resolve existing LOS F; assume widening of Meridian to five lanes covers existing deficiency; assign 100% to TIF. Signal and ADA upgrades address facilities accomodating future growth.	100%	\$ 320,000	\$ -
	R-8	Meridian Avenue / 32nd Street E	Intersection	Install signal and make ADA upgrades	Signal Systems; Capacity	TIP-10	\$320,000	2012 TIF	Yes	40%	Partial	Signal would be needed to resolve existing LOS F; no widening planned/funded for Meridian - allocate 50% for existing deficiency. Signal and ADA upgrades would assist in supporting future growth.	50%	\$ 160,000	\$ 160,000
	R-9	Meridian Avenue / 36th Street E	Intersection	Construct roundabout	Signal Systems; Capacity	TIP-8	\$1,430,000	2015 Tran Element	Yes		Partial	Roundabouts decrease delay experienced by roadway users, accomodating growth in future traffic. Costs included in the TIF assume improvements could include a signal. The additional costs for the roundabout are included outside the TIF.	50%	\$ 715,000	\$ 715,000
	R-10	Chrisella Rd E Safety Improvements	36th St E to City limits	Improve shoulders, pavement markings, signage, lighting, and sight distance; improve intersection with 48th Ave E and consider installation of traffic calming measures.	Reconstruction; Non-motorized; Safety	T-4 TIP-6	\$870,000	2015 Tran Element	No		Partial	Shoulder improvements combined with sight distance and intersection improvements adds to overall mobility and capacity of corridor.	20%	\$ 174,000	\$ 696,000
	TOTAL Roadway and Traffic Projects						\$26,148,950							\$ 6,505,650	\$ 19,643,300
MERIDIAN AVENUE CORRIDOR PROJECTS	NP-1	Meridian Avenue Signal Interconnect	Emerald St to 36th St	Install signal interconnect along Meridian Avenue so signals can be coordinated, or tap into existing fiber if possible	Signal Systems	TIP-5	\$680,000	Transpo 2016	No		Full	Signal interconnect and coordination addresses roadway efficiency and increases capacity.	100%	\$ 680,000	\$ -
	NP-2	Meridian Ave Signal Coordination	Emerald St to 36th St	Coordinate all signals along Meridian Avenue to improve corridor travel flow	Signal Systems	No	\$30,000	Transpo 2016	No		Full	Signal interconnect and coordination addresses roadway efficiency and increases capacity.	100%	\$ 30,000	\$ -
	NP-3	Intersection Improvements at Emerald Street	Emerald St & Meridian Ave	Add mast arms & detection at minor approach on Emerald St & Meridian Ave to allow non-split phasing	Signal Systems; Capacity	No	\$220,000	Transpo 2016	No		Full	Signals addresses roadway efficiency and increases capacity.	100%	\$ 220,000	\$ -
	NP-4	Mid-block Pedestrian Crossing Improvements	Emerald St to 36th St	Install pedestrian signals at two locations along Meridian Ave to allow pedestrians to safely cross E/W	Non-motorized	No	\$220,000	Transpo 2016	No		No	Does not improve capacity.	0%	\$ -	\$ 220,000
	NP-5	Permitted left turn phasing	Emerald St to 36th St	Use permitted left turn phasing on minor approaches to allow more green time to be dedicated to major movements	Signal Systems	No	\$20,000	Transpo 2016	No		Partial	Signals improve roadway efficiency and increases capacity, however a good portion of the benefits are outside peak hours.	50%	\$ 10,000	\$ 10,000
	NP-6	Add SB right turn pocket at Meridian Ave & Emerald St	Emerald St & Meridian Ave	Add a SB right turn pocket to dedicate to SBT lanes of traffic to reduce queuing at SB approach.	Intersection; Capacity	No	\$190,000	Transpo 2016	No		Full	Dedicated turning lanes add to roadway capacity.	100%	\$ 190,000	\$ -
	TOTAL Meridian Avenue Corridor Projects						\$1,360,000							\$ 1,130,000	\$ 230,000
MERIDIAN PARALLEL ROAD SYSTEM	MCE-1	8th Street E	Meridian to 105th Avenue	Build or improve coridor to collector arterial standard	Circulation / access	No	TBD		No		No	No deficiency with Meridian widening from 8th to 24th	0%	\$ -	\$ -
	MCE-2	105th Avenue E	8th Street E to 11th Street E	Build or improve coridor to collector arterial standard	Circulation / access	No	TBD		No		No	No deficiency with Meridian widening from 8th to 24th	0%	\$ -	\$ -
	MCE-3	11th Street E/ 104th Avenue E	105th Avenue E to 12th Street E	Build or improve coridor to collector arterial standard	Circulation / access	No	TBD		No		No	No deficiency with Meridian widening from 8th to 24th	0%	\$ -	\$ -
	MCE-4	12th Street E	Meridian to 104th Avenue	Build or improve coridor to collector arterial standard	Circulation / access	No	TBD		No		No	Section complete	0%	\$ -	\$ -
	MCE-5	104th Avenue E/ 13th Street E/ 103rd Avenue E	12th Street E to 16th Street E	Build or improve coridor to collector arterial standard	Circulation / access	No	\$1,290,000	TIF - exclusive of ROW and frontage	Yes	100%	Full	Deficiency in accessing Meridian caused by future growth	100%	\$ 1,290,000	\$ -
	MCE-6	16th Street E	Meridian to 104th Avenue E	Build or improve coridor to collector arterial standard	Circulation / access	No	\$1,360,000	TIF - exclusive of ROW and frontage	Yes	50%	Partial	No deficiency south of 16th, therefore 50% eligible	50%	\$ 680,000	\$ 680,000
	MCE-7	104th Avenue E	16th Street E to 20th Street E	Build or improve coridor to collector arterial standard	Circulation / access	No	\$1,760,000	2015 Tran Element - exclusive of ROW and frontage	No		No	No deficiency with Meridian widening from 8th to 24th	0%	\$ -	\$ 1,760,000
	MCE-8	20th Street E	Meridian to 104th Avenue E	Build or improve coridor to collector arterial standard	Circulation / access	No	TBD		No		No	No deficiency with Meridian widening from 8th to 24th	0%	\$ -	\$ -
	MCE-9	104th Avenue E	20th Street E to 24th Street E	Build or improve coridor to collector arterial standard	Circulation / access	No	TBD		No		No	No deficiency with Meridian widening from 8th to 24th	0%	\$ -	\$ -
	MCE-10	22nd Street E	Meridian to 104th Avenue E	Build or improve coridor to collector arterial standard	Circulation / access	No	TBD		No		No	No deficiency with Meridian widening from 8th to 24th	0%	\$ -	\$ -
	MCE-11	24th Street E	Meridian to 104th Avenue E	Build or improve coridor to collector arterial standard	Circulation / access	No	\$1,360,000	TIF - exclusive of ROW and frontage	Yes	31%	Partial	Partial existing deficiency, deficiency south of 24th	30%	\$ 408,000	\$ 952,000
	MCE-12	104th Avenue E	24th Street E to 103rd Ct Avenue E	Build or improve coridor to collector arterial standard	Circulation / access	No	\$940,000	TIF - exclusive of ROW and frontage	Yes	61%	Partial	Partial existing deficiency, north and south of 24th	30%	\$ 282,000	\$ 658,000
	MCE-13	29th Street E	Meridian to 103rd Avenue Ct E	Build or improve coridor to collector arterial standard	Circulation / access	No	\$740,000	TIF - exclusive of ROW and frontage	Yes	54%	Partial	Partial funding to account for existing deficiency on this segment of Meridian	50%	\$ 370,000	\$ 370,000
	MCE-14	103rd Avenue E	29th Street E to 32nd Street E	Build or improve coridor to collector arterial standard	Circulation / access	No	\$1,290,000	TIF - exclusive of ROW and frontage	Yes	47%	Partial	Partial funding to account for existing deficiency on this segment of Meridian	50%	\$ 645,000	\$ 645,000
	MCE-15	32nd Street E	Meridian to 103rd Avenue E	Build or improve coridor to collector arterial standard	Circulation / access	No	\$740,000	TIF - exclusive of ROW and frontage	Yes	40%	Partial	Partial funding to account for existing deficiency on this segment of Meridian	50%	\$ 370,000	\$ 370,000
	MCE-16	103rd Avenue E	32nd Street E to 36th Street E	Build or improve coridor to collector arterial standard	Circulation / access	No	\$1,640,000	TIF - exclusive of ROW and frontage	Yes	33%	Partial	Partial funding to account for existing deficiency on this segment of Meridian	50%	\$ 820,000	\$ 820,000
	MCE-17	36th Street E	Meridian to 103rd Avenue E	Build or improve coridor to collector arterial standard	Circulation / access	No	\$740,000	TIF - exclusive of ROW and frontage	Yes	16%	Partial	Partial funding to account for existing deficiency on this segment of Meridian, and along 36th	30%	\$ 222,000	\$ 518,000
	MCW-1	16th Street E	101st Avenue E to Meridian	Build or improve coridor to collector arterial standard	Circulation / access	No	\$1,080,000	TIF - exclusive of ROW and frontage	Yes	50%	Partial	No deficiency south of 16th, therefore 50% eligible	50%	\$ 540,000	\$ 540,000

City of Edgewood - Transportation Long-term Project List (2015 to 2035)

Project Group	Project ID	Project Name	Project Limits	Project Description	Project Type	In 2017 CIP/TIP?	Total Cost Estimate	Cost Estimate Source	TIF Project (2012)	TIF % (2012)	TIF Eligibility	TIF Comment	TIF %	Proposed TIF Share	Remaining Costs ¹
	MCW-2	101st Avenue E	16th Street E to 20th Street E	Build or improve corridor to collector arterial standard	Circulation / access	No	TBD		No		No	No deficiency with Meridian widening from 8th to 24th	0%	\$ -	\$ -
	MCW-3	20th Street E	101st Avenue E to Meridian	Build or improve corridor to collector arterial standard	Circulation / access	No	TBD		No		No	No deficiency with Meridian widening from 8th to 24th	0%	\$ -	\$ -
	MCW-4	20th Street E/ 100th Avenue E/ 24th Street E	20th Street E to 24th Street E	Build or improve corridor to collector arterial standard	Circulation / access	No	TBD		No		No	No deficiency with Meridian widening from 8th to 24th	0%	\$ -	\$ -
	MCW-5	24th Street E	101st Avenue E to Meridian	Build or improve corridor to collector arterial standard	Circulation / access	No	\$1,080,000	TIF - exclusive of ROW and frontage	Yes	31%	Partial	Partial existing deficiency, deficiency south of 24th	30%	\$ 324,000	\$ 756,000
	MCW-6	101st Avenue E	24th Street E to 29th Street E	Build or improve corridor to collector arterial standard	Circulation / access	No	\$2,310,000	TIF - exclusive of ROW and frontage	Yes	61%	Partial	Partial funding to account for existing deficiency on this segment of Meridian	50%	\$ 1,155,000	\$ 1,155,000
	MCW-7	29th Street E	101st Avenue E to Meridian	Build or improve corridor to collector arterial standard	Circulation / access	No	\$1,080,000	TIF - exclusive of ROW and frontage	Yes	54%	Partial	Partial funding to account for existing deficiency on this segment of Meridian	50%	\$ 540,000	\$ 540,000
	MCW-8	101st Avenue E	29th Street E to 32nd Street E	Build or improve corridor to collector arterial standard	Circulation / access	No	\$1,290,000	TIF - exclusive of ROW and frontage	Yes	47%	Partial	Partial funding to account for existing deficiency on this segment of Meridian	50%	\$ 645,000	\$ 645,000
	MCW-9	32nd Street E	101st Avenue E to Meridian	Build or improve corridor to collector arterial standard	Circulation / access	No	\$1,080,000	TIF - exclusive of ROW and frontage	Yes	40%	Partial	Partial funding to account for existing deficiency on this segment of Meridian	50%	\$ 540,000	\$ 540,000
	TOTAL Meridian Parallel Road System Projects						\$19,780,000							\$ 8,831,000	\$ 10,949,000
ANNUAL PROGRAMS	A-1	Transportation Engineering/Planning Support	Citywide	Annual program to maintain/update pavement management system, road standards, and traffic model.	Program	T-6	\$15,000	2015 Tran Element	No		No	Programs are not TIF eligible	0%	\$ -	\$ 15,000
	A-2	Chip Seal Program	Citywide	Paving and sealing Asphalt overlays and surface chip seals.	Program	T-1	\$300,000	2015 CIP	No		No	Programs are not TIF eligible	0%	\$ -	\$ 300,000
	A-3	Pedestrian Safety Program	Citywide	Perform safety assessments and install miscellaneous signage, crosswalks, lighting and pavement marking improvements.	Program	T-2	\$20,000	2015 Tran Element	No		No	Programs are not TIF eligible	0%	\$ -	\$ 20,000
	TOTAL Annual Programs						\$335,000							\$ -	\$ 335,000
STUDIES	S-1	Meridian Avenue E Preliminary Design	24th Street E to 36th Street E	Complete corridor study and preliminary design of 3-lane cross-section and supporting intersection treatments.	Study	TIP-9	\$250,000	2017-2022 TIP	No		Full	Design of a roadway capacity project directly supports supporting future growth	100%	\$ 250,000	\$ -
	S-2	36th Street E Walkway Extension Feasibility Study	Meridian Avenue to 110th Avenue E	Conduct a study to determine project scope and costs due to surface water and environmental challenges.	Study	No	\$25,000	2015 CIP	No		No	Feasibility study not TIF eligible as it does not directly support future growth	0%	\$ -	\$ 25,000
	S-3	Interurban Trail Phase III Connection Feasibility Study	114th Avenue E to West Valley Hwy	Topographic survey to enable design of the easiest most affordable portion of corridor, tunnel design, and geotech.	Study	T-3 TIP-7	\$75,000	2017-2022 TIP	No		No	Feasibility study not TIF eligible as it does not directly support future growth, project is part of Parks plan	0%	\$ -	\$ 75,000
	S-4	Multimodal Network Implementation Plan	Meridian Avenue Corridor Area	Prepare an implementation plan to complete an interconnected network of multimodal connections, including pathways, in and around the Meridian Avenue corridor. The plan will prepare the preliminary groundwork for the Meridian Corridor projects, walkways, and trails identified in the Transportation Element, and include the preparation of updated design standards and identification of right-of-way acquisition needs. The goal of the plan will be to reduce the reliance on the automobile, improve accessibility to transit, and better connect people to businesses, services, housing, and recreation all within biking, running, and walking distances.			\$125,000	NA	No		Partial	Addresses adding capacity via multimodal facilities	50%	\$ 62,500	\$ 62,500
NON-MOTORIZED PROJECTS	TOTAL Studies						\$475,000							\$ 312,500	\$ 162,500
	N-1	Interurban Trail Phase III	114th Avenue E to West Valley Hwy	Construct multi-use pathway.	Non-motorized	TIP-4	\$6,770,000	2015 Parks CIP	No		No	Project is on Parks plan - not TIF eligible	0%	\$ -	\$ 6,770,000
	N-2	Pedestrian Safety (Highest Priority) Low Cost Improvements	Various (8th St from 114th to Meridian); (32nd St from 110th to 122nd)	Pedestrian landing pads for school bus stops, traffic signs, bus shelters, flashing beacons, crosswalks, pavement markings, and bus turnouts.	Non-motorized; Safety	No	\$328,905	2015 CIP	No		Partial	Bus turnouts provide additional roadway capacity	20%	\$ 65,781	\$ 263,124
	N-3	Pedestrian Safety (High Priority) Low Cost Improvements	Various (24th St, 114th Ave, 110th Ave, 18th St); near several elementary school and junior high	Pedestrian landing pads for school bus stops, traffic signs, bus shelters, pavement markings, and on-road walkways.	Non-motorized; Safety	No	\$95,200	2015 CIP	No		No	Project does not directly include roadway or shoulder improvements, or address additional capacity to serve future growth	0%	\$ -	\$ 95,200
	N-4	8th Street E Walkway Extension (Multi-modal Loop)	Meridian Avenue to 110th Avenue E	Separated pedestrian walkway.	Non-motorized; Safety	No	\$740,000	2015 Tran Element	No		No	Project does not directly include roadway or shoulder improvements, or address additional capacity to serve future growth	0%	\$ -	\$ 740,000
	N-5	24th Street E Walkway Extension (Multi-modal Loop)	110th Avenue E to 122nd Avenue E	Separated pedestrian walkway and shoulder improvements.	Non-motorized; Safety	No	\$1,180,000	2015 Tran Element	No		Partial	Shoulder improvements combined with separated pedestrian facilities add to overall mobility and capacity of Project adds to overall roadway capacity by adding dedicated pedestrian facilities.	20%	\$ 236,000	\$ 944,000
	N-6	114th Avenue E Walkway	8th Street E to 18th Street E	Separated pedestrian walkway.	Non-motorized; Safety	No	\$730,000	2015 Tran Element	No		No	Project adds to overall roadway capacity by adding dedicated pedestrian facilities.	0%	\$ -	\$ 730,000
	N-7	110th Avenue E; 20th Street E; 112th Avenue E; 18th Avenue E Walkway	24th Street E to 114th Avenue E	Separated pedestrian walkway.	Non-motorized; Safety	No	\$490,000	2015 Tran Element	No		No	Project adds to overall roadway capacity by adding dedicated pedestrian facilities.	0%	\$ -	\$ 490,000
	N-8	32nd Street E Walkway	110th Avenue E to 114th Avenue E	Separated pedestrian walkway.	Non-motorized; Safety	No	\$150,000	2015 Tran Element	No		No	Project adds to overall roadway capacity by adding dedicated pedestrian facilities.	0%	\$ -	\$ 150,000
	N-9	36th Street E Walkway Extension	Meridian Avenue E to 110th Avenue E	Extension of existing walkway.	Non-motorized; Safety	No	\$370,000	2015 Tran Element	No		No	Project adds to overall roadway capacity by adding dedicated pedestrian facilities.	0%	\$ -	\$ 370,000
	N-10	24th Street E Walkway	94th Avenue E to Meridian Avenue E	Extension of existing walkway, shoulder improvements, planted buffer where feasible, signage, and pavement markings.	Non-motorized; Safety	No	\$1,150,000	2015 Tran Element	No		Partial	Shoulder improvements combined with separated pedestrian facilities add to overall mobility and capacity of Project adds to overall roadway capacity by adding dedicated pedestrian facilities.	20%	\$ 230,000	\$ 920,000
	N-11	122nd Avenue E Walkway	8th Street E to 24th Street E	Separated pedestrian walkway.	Non-motorized; Safety	No	\$810,000	2015 Tran Element	No		No	Project adds to overall roadway capacity by adding dedicated pedestrian facilities.	0%	\$ -	\$ 810,000
TOTAL Non-motorized Projects							\$12,814,105							\$ 531,781	\$ 12,282,324

¹ Remaining Costs includes the portion of the Total Cost Estimate not covered by Proposed TIF Share, and does not include costs potentially covered by grant, developer, or other sources.

Total

TIF

Total

Chapter 4.30 TRAFFIC IMPACT FEES

Sections:

- [4.30.010 Purpose.](#)
- [4.30.020 Authority.](#)
- [4.30.030 Definitions.](#)
- [4.30.040 Applicability.](#)
- [4.30.050 Exemptions.](#)
- [4.30.055 Additional exemptions.](#)
- [4.30.060 Service area.](#)
- [4.30.070 Use of funds.](#)
- [4.30.080 Impact fee determination and collection.](#)
- [4.30.090 Impact fee adjustments, independent calculations.](#)
- [4.30.100 Impact fee credits.](#)
- [4.30.110 Impact fee refunds.](#)
- [4.30.120 Appeals and payments under protest.](#)
- [4.30.130 Council review of impact fees.](#)
- [4.30.140 Administrative fees.](#)
- [4.30.150 Impact fee calculations.](#)
- [4.30.160 Schedule of fees.](#)
- [4.30.170 Existing authority unimpaired.](#)
- [4.30.180 Severability.](#)
- [4.30.190 Effective date.](#)

4.30.010 Purpose.

This chapter is intended to:

- A. Assist in the implementation of the comprehensive plan for the city of Edgewood.
- B. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use, or shortly thereafter, without decreasing current service levels below established minimum standards for the city.
- C. Establish standards and procedures so that new development pays a proportionate share of costs for new facilities and services and does not pay arbitrary or duplicative fees for the same impact. (Ord. 07-282 § 1).

4.30.020 Authority.

A. This chapter is enacted pursuant to the Washington State Growth Management Act codified at Chapter [36.70A](#) RCW and RCW [82.02.050](#) through [82.02.100](#).

B. The city has conducted studies documenting cost and demand for new facilities and services. (Ord. 07-282 § 1).

4.30.030 Definitions.

A. "Dwelling unit" means one or more rooms designed for or occupied by one family for living or sleeping purposes and containing kitchen, sleeping, and sanitary facilities for use solely by one family.

B. "Encumber" means to transfer impact fee dollars from the traffic mitigation impact fee fund to a fund for a particular system improvement that is fully in the current year's budget. Funds may only be encumbered by an action of the city council.

C. "Project improvements" means site improvements and facilities that are planned and designed to provide service for a particular development project and that are necessary for the use and convenience of the occupants or users of the project, and are not system improvements. No improvement or facility included in the city's capital improvement plan or transportation improvement program approved by the city council shall be considered a project improvement.

D. "System improvements" means transportation facilities that are included in the city's six-year capital improvement plan and are designed to provide service to the community at large, in contrast to project improvements.

E. "Applicant" means a person, individual, or organization seeking permission to develop land within the city of Edgewood by applying for a building permit.

F. "Interest" means the interest earned by the account during the period the fees were retained.

G. "Traffic mitigation impact fee" means payment of money imposed by the city of Edgewood upon development activity pursuant to this chapter as a condition of granting development approval and/or a building permit in order to pay for the public facilities needed to serve new growth and development. Traffic mitigation impact fees do not include permit fees, an application fee, the administrative fee for collecting and handling impact fees, the cost of reviewing independent fee calculations or the administrative fee required for an appeal.

H. "Peak hour" means the consecutive 60-minute period during the 4:00 p.m. to 6:00 p.m. peak period during which the highest volume occurs.

I. "Traffic mitigation impact fee fund" means the fund established by the adoption of Ordinance 05-253 on August 23, 2005, for the public facilities for which traffic impact fees are collected, in compliance with the requirements of RCW [82.02.060](#).

J. "Traffic impact fee study" means the study which determined the traffic mitigation impact fee dated ~~October~~[February](#) 2016~~07~~¹⁶. (Ord. 07-282 § 1).

4.30.040 Applicability.

All persons receiving building permits, including remodels or expansions, within the city of Edgewood after the effective date of the ordinance codified in this chapter shall be required to pay traffic mitigation impact fees in an amount and manner set forth in this chapter. (Ord. 07-282 § 1).

4.30.050 Exemptions.

The following development activities are exempt from paying traffic mitigation impact fees because they do not have a measurable impact on the city's transportation facilities, or because the city has chosen to exempt them, pursuant to RCW [82.02.060](#)(2), as development with broad public purposes:

A. Existing Dwelling Unit. Any alteration, expansion, reconstruction, remodeling, replacement, or demolition/removal of an existing single-family or multifamily dwelling unit that does not result in the generation of additional peak hour trips with the exception that any building permit for replacement must be approved within 12 months of removal of the previous structure.

B. Existing Nonresidential Building. Any alteration, reconstruction, remodeling, replacement, or demolition/removal of an existing nonresidential building that does not result in the generation of any new peak hour trips with the exception that any building permit for replacement must be approved within 12 months of removal of the previous structure.

C. The mayor or designee shall be authorized to determine whether a particular development activity falls within an exemption from traffic mitigation impact fees identified in this section or under other applicable law. Determinations of the mayor or designee shall be in writing and shall be subject to appeal to the hearing examiner as provided in Chapter [2.40](#) EMC. (Ord. 15-447 § 1 (Exh. A); Ord. 07-282 § 1).

4.30.055 Additional exemptions.

Reserved. (Ord. 07-282 § 1).

4.30.060 Service area.

This section establishes one service area which shall be consistent with the city limits of the city of Edgewood. (Ord. 07-282 § 1).

4.30.070 Use of funds.

A. Impact fees shall:

1. Be used for system improvements; and
2. Not be imposed to make up for deficiencies in the facilities serving existing development; and
3. Not be used for maintenance or operation.

B. Impact fees may be spent for improvements listed in the six-year transportation improvement program and identified as being funded in part by impact fees. Expenditures may include, but are not limited to, facility planning, land acquisition, site improvements, necessary off-site improvements, construction, engineering, permitting, financing, grant match funds and administrative expenses, applicable impact fees or mitigation costs, capital equipment pertaining to public facilities, and any other capital cost related to a particular system improvement.

C. Impact fees may also be used to recoup transportation facility improvement costs previously incurred by the city to the extent that new growth and development will be served by the previously acquired or constructed improvements resulting in such costs.

D. In the event that bonds or similar debt instruments are or have been issued for the construction of a public facility or system improvement for which impact fees may be expended, impact fees may be used to pay debt service on such bonds or similar debt instruments to the extent that the facilities or improvements provided are consistent with the requirements of this chapter and are used to serve new development. The transportation improvement program should distinguish between facilities and funds needed to serve new development and those facilities and funds needed to correct existing deficiencies. (Ord. 07-282 § 1).

4.30.080 Impact fee determination and collection.

A. At the time of building permit issuance, city staff shall determine the total impact fee owed based on the fee schedule in effect at the time of such issuance.

B. Impact fee collection shall also occur at the time of building permit issuance unless payment has been properly deferred in accordance with Chapter [4.05](#) EMC.

C. An applicant may request that the impact fee be calculated in advance of building permit issuance, but any such advance calculation shall not be binding upon the city and should only be used as guidance by the applicant. If the city council revises the impact fee formula or the impact fees prior to the time that a

building permit is issued for a particular development, the formula or fee amount in effect at the time of building permit issuance shall apply to the development. (Ord. 16-475 § 5; Ord. 07-282 § 1).

4.30.090 Impact fee adjustments, independent calculations.

An applicant may request an adjustment to the impact fees determined according to the fee schedule adopted by the ordinance codified in this chapter by preparing and submitting to the mayor or designee an independent fee calculation for the development activity for which a building permit is sought. The documentation submitted shall show the basis upon which the independent fee calculation was made. Independent fee calculations for traffic impact fees shall use the same formulas and methodology used to establish the impact fees in this chapter and shall be limited to adjustments in trip generation rates used in the traffic impact fee study, and shall not include travel demand forecasts, trip distribution, traffic assignment, transportation service areas, costs of road projects, or cost allocation procedures.

A. If the mayor or designee agrees with the independent fee calculation, a written agreement to accept such amount shall be transmitted to the applicant who shall, in turn, present it to the city upon impact fee collection.

B. If the mayor or designee does not agree with the independent fee calculation, the fee payer may appeal this decision to the hearing examiner through procedures outlined in Chapter [2.40](#) EMC. (Ord. 15-447 § 1 (Exh. A); Ord. 07-282 § 1).

4.30.100 Impact fee credits.

A. An applicant shall be entitled to a credit against the applicable traffic impact fee collected under the fee schedule adopted by the ordinance codified in this chapter for the value of any dedication of land for, improvement to, or new construction of, any system improvements provided by the applicant, to facilities that are:

1. Included within the six-year transportation improvement program/[long term project list \(2015-2035\)](#) and identified as system improvements that are to be funded in part by traffic impact fees; and
2. At suitable sites and constructed at an acceptable quality as determined by the city; and
3. Completed, dedicated, or otherwise transferred to the city prior to the determination and award of a credit as set forth in this section.

B. No credit shall be given for project improvements.

C. The value of a credit for improvements shall be established by original receipts provided by the applicant for one or more of the same system improvements for which the impact fee is charged.

D. The value of a credit for land shall be established on a case-by-case basis by an appraiser selected by, or acceptable to, the city. The appraiser must be licensed and in good standing with the state of Washington for the category of the property appraised. The appraisal shall be in accordance with the most recent version of the Uniform Standards of Professional Appraisal Practice and shall be subject to review and acceptance by the city. The appraisal and review shall be at the expense of the applicant.

E. Whenever a development is granted approval subject to a condition the system improvements that are identified in the six-year transportation improvement program [long term project list \(2015-2035\)](#) be constructed or provided, or whenever the applicant has agreed, pursuant to the terms of a voluntary agreement with the city of Edgewood, to donate or dedicate land for road facilities that are identified in the six-year transportation improvement program, and which are included in the list of road projects that are used to determine the traffic impact fee, as listed in the traffic impact fee study, the applicant shall be entitled to a credit for the value of the land or actual costs of capital facility construction against the fee that would be chargeable under the formula provided. The land value or costs of construction shall be determined pursuant to this section.

F. This subsection applies only to residential developments and the residential portion of a mixed use development. In cases where a developer would be entitled to a credit under this section, but the amount of the credit has yet to be determined on a per dwelling unit basis, the city shall take the total credit amount available to the entire plat or project, calculated by applying subsections (A) through (E) of this section, and divide that amount by the number of dwelling units approved for that plat or project. The impact fee and credit may then be calculated and collected on a per dwelling unit basis as building permits are issued for those dwelling units. Where building permits for some, but not all, of the dwelling units within a plat or project have already been obtained at the time the ordinance codified in this chapter becomes effective, the credit for the unpermitted dwelling units will be calculated to arrive at a per dwelling unit amount in the same manner. For example, if a plat has been approved for 20 dwelling units, and building permits have only been issued for 10 of those units, the per dwelling unit credit for the remaining 10 units will equal the total credit amount divided by 20 dwelling units.

G. This subsection applies to nonresidential developments, or the nonresidential portion of a mixed use development. In cases where a developer would be entitled to a credit under this section, but the amount of the credit has yet to be determined on a per square foot basis, the city shall take the total credit amount available to the entire plat or project, calculated by applying subsections (A) through (C) of this section, and divide that amount by the number of square feet approved for that plat or project. The impact fee and

credit may then be calculated and collected on a per square foot basis as building permits are issued for that square footage. Where building permits for some, but not all, of the dwelling units within a plat or project have already been obtained at the time the ordinance codified in this chapter becomes effective, the credit for the unpermitted square footage will be calculated to arrive at a per square footage amount in the same manner. For example, if a 20,000 square foot commercial project has been approved, and building permits have only been issued for 10,000 square feet of the project, the per square foot credit for the remaining 10,000 square feet will equal the total credit amount divided by 20,000 square feet.

H. Pursuant to and consistent with the requirements of RCW [82.02.060](#), impact fee schedules have been adjusted for future taxes and other revenue sources to be paid by the new development which are earmarked or pro-ratable to the same new public facilities which will serve the new development.

I. After receiving the receipts for improvements, the appraisal of land value, the receipts and calculations of prior payments earmarked or pro-ratable to the same system improvements for which the impact fee is imposed, the mayor or designee shall provide the applicant with a letter setting forth the dollar amount of the credit, the reason for the credit, the legal description of the site donated where applicable, and the legal description or other adequate description of the project or development to which the credit may be applied. The applicant must sign and date a duplicate copy of such letter indicating their agreement to the terms of the letter and return such signed document to the city before the impact fee credit will be awarded. The failures of the applicant to sign, date, and return such document within 60 calendar days shall nullify the credit.

J. If the amount of the credit is less than the calculated fee amount, the difference remaining shall be chargeable as an impact fee and paid at the time of application for the building permit. In the event the amount of the credit is calculated to be greater than the amount of the impact fee due, no further sums shall be due from the applicant.

K. A claim for credit will be processed by the city using whichever of the following options is selected by the applicant:

1. Claims for credits that are submitted prior to, or with, an application for a building permit for which an impact fee will be due will be processed by the city before payment of the impact fee is due in order to allow any credit authorized by the city to reduce the amount of the impact fee; or
2. Claims for credits that are submitted no later than 30 days after the issuance of a building permit for which an impact fee is due shall be processed by the city after the impact fee is paid in full, and any credit authorized by the city will be refunded to the applicant within 90 days of receipt of the claim for credit.

L. Claims for credits that are submitted more than six months after the issuance of a building permit for which an impact fee is due are deemed to be waived and shall be denied.

M. Determinations made by the mayor or designee pursuant to this section shall be subject to appeal to the examiner subject to the procedures set forth in Chapter [2.40](#) EMC. (Ord. 15-447 § 1 (Exh. A); Ord. 07-282 § 1).

4.30.110 Impact fee refunds.

A. The current owner of property on which impact fees have been paid may receive a refund of such fees if the impact fees have not been expended or encumbered within 10 years of their receipt by the city. In determining whether impact fees have been expended or encumbered, impact fees shall be considered expended or encumbered on a first in, first out basis.

B. The city shall provide for the refund of fees according to the requirements of this section and RCW [82.02.080](#). An owner's request for a refund must be submitted to the mayor or designee in writing within one year of the date the right to claim the refund arises or the date that notice is given, whichever date is later.

C. Any impact fees that are not expended or encumbered within 10 years of their receipt by the city, and for which no application for a refund has been made within this one-year period, shall be retained by the city and expended consistent with the provisions of this chapter.

D. Refunds of impact fees shall include any interest earned on the impact fees.

E. Should the city seek to terminate all impact fee requirements, all unexpended or unencumbered funds, including interest earned, shall be refunded to the current owner of the property for which an impact fee was paid. Upon the finding that all fee requirements are to be terminated, the city shall place notice of such termination and the availability of refunds in a newspaper of general circulation at least two times and shall notify all potential claimants by first-class mail addressed to the owner of the property as shown in the Pierce County tax records. All funds available for refund shall be retained for a period of one year. At the end of the one-year period, any remaining funds shall be retained by the city, but must be expended for the original purposes, consistent with the provisions of this section. The notice requirement set forth above shall not apply if there are no unexpended or unencumbered balances within the account or accounts being terminated.

F. An applicant may request and receive a refund, including interest earned on the impact fee, when:

1. The applicant does not proceed to finalize the development activity as required by statute or city code or the International Building Code; and
2. The city has not expended or encumbered the impact fees prior to the application for a refund. In the event that the city has expended or encumbered the fees in good faith, no refund shall be forthcoming. However, if, within a period of three years, the same or subsequent owner of the property proceeds with the same or substantially similar development activity, the owner shall be eligible for a credit against any then-existing traffic impact fee requirement. The owner must petition the city in writing and provide receipts of impact fees paid by the owner for a development of the same or substantially similar nature on the same property or some portion thereof. The city shall determine whether to grant a credit and such determinations may be appealed by following the procedures set forth in this chapter. (Ord. 15-447 § 1 (Exh. A); Ord. 11-365 § 3; Ord. 07-282 § 1).

4.30.120 Appeals and payments under protest.

A. This subsection applies when an applicant seeks a building permit to construct a portion of a development that has already been reviewed and approved, in other respects, pursuant to procedures that comply with Chapter [2.40](#) EMC. An example of this circumstance would be an application for a permit to build one house in a large subdivision that was previously approved. In this case, any appeal of the decision of the city with regard to the imposition of an impact fee or the amount of any impact fees, impact fee credit, or impact fee refund may be taken before the hearing examiner pursuant to Chapter [2.40](#) EMC in conjunction with an appeal of the underlying building permit.

B. This subsection applies when an applicant seeks a building permit in conjunction with other development approvals that may be subject to an open record hearing and closed record appeal pursuant to procedures that comply with Chapter [2.40](#) EMC. An example of this circumstance would be an application for a short plat and building permit to build a new office park. In this case, any appeal of the decision of the city with regard to the imposition of an impact fee or the amount of any impact fees, impact fee credit, or impact fee refund must be made according to the process outlined for and in conjunction with the underlying development approval.

C. Any applicant may pay the impact fees imposed by this chapter under protest in order to obtain a building permit.

D. Only the applicant has standing to appeal impact fee matters. (Ord. 07-282 § 1).

4.30.130 Council review of impact fees.

The impact fee schedule adopted by the ordinance codified in this chapter shall be reviewed by the city council, as it deems necessary and appropriate in conjunction with the update of the city's transportation improvement program. (Ord. 07-282 § 1).

4.30.140 Administrative fees.

A. The cost of administering the traffic impact fee program shall also include an amount equal to five percent of the amount of the total traffic impact fee determined from the fee schedules. The administrative fee shall be deposited into an administrative fee account within the traffic mitigation impact fee fund. Administrative fees shall be used to defray the cost incurred by the city in the administration and update of the traffic impact fee program, including, but not limited to, review of independent fee calculations and the value of credits. The administrative fee is not creditable or refundable.

B. The administrative fee, in addition to the actual impact fees, shall be paid by the applicant to the city at the same time as the impact fee. (Ord. 07-282 § 1).

4.30.150 Impact fee calculations.

The traffic impact fee shall be calculated using a schedule that identifies a particular fee amount for a particular type of development, as supported by and consistent with the City of Edgewood Transportation Impact Fee Program Report dated ~~October~~~~December~~ 201~~62~~, attached hereto and incorporated herein by this reference as if set forth in full. Accessory dwelling units shall be calculated using ITE number 220, Apartment customer type. (Ord. 16-469 § 2 (Exh. A); Ord. 13-391 § 3; Ord. 07-282 § 1).

4.30.160 Schedule of fees.*

A traffic impact fee shall be assessed against all new development as set forth in Exhibit A – Transportation Impact Fee Schedule, attached to the ordinance codified in this chapter and incorporated herein by reference as if set forth in full. This fee schedule represents the city's determination of the appropriate share of system improvement costs to be paid by new growth and development. ~~(Ord. 07-282 § 1).~~

*Code reviser's note: Section 2 of Ordinance No. 15-438 provides, "The Fee Schedule attached to Ordinance No. 07-0282 and incorporated by reference into Chapter 4.30 EMC pursuant to EMC 4.30.160 is hereby amended to provide in its entirety as set forth in Exhibit A to this ordinance, attached hereto and incorporated herein by this reference as if set forth in full. The provisions of this section shall take effect at the close of business on April 30, 2015, simultaneously with the expiration of the temporary Fee Schedule set forth in Section 5."

Section 3 of Ordinance No. 15-438 provides, “The Fee Schedule attached to Ordinance No. 07-0282 and incorporated by reference into Chapter [4.30](#) EMC pursuant to EMC [4.30.160](#) is hereby amended to provide in its entirety as set forth in Exhibit B to this ordinance, attached hereto and incorporated herein by this reference as if set forth in full. The provisions of this section shall sunset automatically at the close of business on April 30, 2015, simultaneously with the effective date of the permanent Fee Schedule set forth in Section 2.”

4.30.170 Existing authority unimpaired.

Nothing in this chapter shall preclude the city from requiring the applicant to mitigate adverse environmental impacts of a specific development pursuant to the State Environmental Policy Act, Chapter [43.21C](#) RCW, based on the environmental documents accompanying the underlying development approval process, and/or Chapter [58.17](#) RCW governing plats and subdivisions; provided, that the exercise of this authority is consistent with the provisions of Chapters [43.21C](#) and [82.02](#) RCW. (Ord. 07-282 § 1).

4.30.180 Severability.

If any section, sentence, clause or phrase of this chapter should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this chapter. (Ord. 07-282 § 1).

4.30.190 Effective date.

The ordinance codified in this chapter or a summary thereof consisting of the title shall be published in the official newspaper of the city, and shall take effect and be in full force five days after publication. (Ord. 07-282 § 1).



**CITY OF EDGEWOOD
STAFF REPORT
STUDY SESSION AGENDA ITEM: ROW CODE REVISIONS
(EMC 12.06)**

Date: January 17, 2017

Title: DRAFT Right of Way Code Ordinance 17-0488

Attachments: Proposed, Draft Revisions

Submitted By: Aaron C. Nix, Assistant City Administrator, Municipal Services

Approved For Agenda By: Daryl Eidinger, Mayor

Discussion: Staff have expressed to the City Council on previous occasions the desire to meet the Council's intention of creating a modified, streamlined permitting process as it pertains to less intrusive work by Utilities within non-critical areas within the City's Right of Way in order to cut down on the amount of work required by these Utilities and the amount of oversight required on the part of the City. In meeting these desires, City Staff, in collaboration with the City Attorney have attempted to draft language that we believe meets the intent of the City Council and provides a mechanism for cost recovery, with minimal fiscal impact to the Applicant and the City. The City Council held a Public Hearing on the Draft Ordinance at their January 10, 2017 Council meeting and received no written or verbal comment on the proposed changes to EMC 12.06 – Right of Way Franchises and Permits for Public and Private Utilities.

Recommendation: No formal recommendation at this point as this is a City Council Study Session item. The Mayor and Staff are looking towards the City Council to discuss these proposed modifications, receive input and guidance on next steps in ensuring equity and fairness to all utilities that utilize the City's Right of Way in providing services to the residents of Edgewood.

Fiscal Impact: Under the City's current code, any work within the City's Right of Way by a Utility is required to obtain a Right of Way Permit. This can be after the fact in an emergency situation, but in these cases, permittees are exempt from having to pay permit fees for under these circumstances. In the case of the City's past Franchise Agreement with MTVE, Right of Way permits were not required to be obtained by MTVE in cases in which work occurred outside the asphalt roadway section, but within the City's Right of Way. In cases in which work did occur within the asphalt section of the road, permits were required for paper trail purposes only. In order to ensure better tracking of the activities within the City's right of way, maintain public safety and infrastructure and ensure adequate financial tracking, as mandated by best accounting practices, code modifications are necessary, as requested by the, Mayor, City Council and Staff in order

to provide for a streamlined permitting process and provide adequate cost recovery for services provided.

ORDINANCE NO. 17-0488

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, AMENDING SECTIONS OF CHAPTER 12.06 RIGHT OF WAY FRANCHISES AND PERMITS FOR PUBLIC AND PRIVATE UTILITIES; ADDING AN ALTERNATIVE, ANNUAL PERMITTING PROCESS FOR WORK WITHIN THE CITY RIGHT OF WAY; COST REIMBURSEMENT PROVISIONS; WHEN APPLICATION FOR RIGHT OF WAY PERMITS ARE REQUIRED; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, current City of Edgewood municipal code regulates permits for public and private utilities within the City's right of way within section 12.06 of Edgewood Municipal Code; and

WHEREAS, this City Council has been made aware of the potential time/cost burden placed on a local water purveyor as it pertains to the traditional right of way permitting process, as it pertains to routine, maintenance of service related infrastructure, outside areas of significant public use within the right of way within the City of Edgewood; and

WHEREAS, it is the Council's desire to continue to regulate activities within the City's right of way, in the protection of health and life safety in the public interest, but to do so for less critical items in a more streamlined, effective manner, that otherwise are not being reported, observed or recorded due to the limitations associated with the current permitting system; and

WHEREAS, the Council of the City of Edgewood desires to provide this flexibility, protect the City's infrastructure, report all activities/work within the City's right of way and provide a cost recovery mechanism in order to help the City meet these objectives,

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Findings. The recitals above are hereby adopted as legislative findings in support of this ordinance. The City Council further adopts by reference previously held study session staff reports and the agenda bill dated February XX, 2017 as additional findings.

Section 2. EMC 12.06 of the Edgewood Municipal Code is hereby amended to provide in its entirety as follows:

12.06.010 Purpose.

The purpose of this chapter is to regulate the use of the public right of way. Establish standards for the granting of city right-of-way franchises for public and private utilities, and to ensure consistency of such franchises with the city comprehensive plan, sound engineering and design standards, health and sanitation regulations, and the public interest. The provisions of this

chapter shall apply to all franchisees unless otherwise specified; provided, that, should the provisions of a specific franchise conflict with the provisions of this chapter, the provisions of the franchise shall control.

Section 3. EMC 12.06 of the Edgewood Municipal Code is hereby amended to provide in its entirety as follows:

12.06.020 Franchises required.

Persons and private or municipal corporations are required to obtain a right-of-way franchise approved by the Edgewood city council in order to use the right-of-way for the construction and maintenance of waterworks, gas pipes, telephone, telegraph, and electric lines, sewers, cable TV, petroleum products, and any other such public and private utilities, except that:

A. The Edgewood department of public works and any entity under contract with Edgewood shall be exempt from this requirement.

B. The waterworks, specifically including without limitation any pipelines owned and/or operated by any municipal utility for which a valid recorded easement or use right has been granted by the city council, shall be exempt from this requirement.

C. In lieu of a franchise, site-specific facilities may be authorized through a right of way use agreement approved by the City Council.

Section 4. EMC 12.06 of the Edgewood Municipal Code is hereby amended to provide in its entirety as follows:

12.06.060 Application.

Applications for right-of-way franchises shall be submitted in the form approved by the Public Works Director to the Edgewood department of public works.

Section 5. EMC 12.06 of the Edgewood Municipal Code is hereby amended to provide in its entirety as follows:

12.06.070 Franchise fees.

There is established fee for each franchise application, as established within the fee schedule, as outlined within EMC 3.35.010. Said fee will provide reimbursement to the city of Edgewood for the administrative costs and expenses associated with processing the application. The fee shall be payable in its entirety at the time each separate application for a new franchise or franchise renewal, amendment, supplement, or assignment is filed with the department of public works. Each applicant shall reimburse the city for public notice advertising and publication costs

incurred in respect to each application in addition to the established fee. Further, to the fullest extent allowed by law, all grantees shall reimburse the city for all direct and indirect costs and expenses over and above the established fee incurred by the city in connection with any grant, modification, amendment, renewal, or transfer of any franchise, within 30 days after written demand thereof.

Section 6. EMC 12.06 of the Edgewood Municipal Code is hereby amended to provide in its entirety as follows:

12.06.080 Review of applications.

The Edgewood department of public works shall be responsible for the administration and enforcement of franchises, right-of-way permits and alternative annual utility right-of-way permits.

Section 7. EMC 12.06 of the Edgewood Municipal Code is hereby amended to provide in its entirety as follows:

12.06.090 Utility right-of-way permit or alternative annual utility right of way permit required.

Persons and private or municipal corporations are required to obtain a utility right-of-way permit or an alternative annual utility right of way permit, approved by the Edgewood Public Works Director for construction and maintenance of utility facilities in the public right-of-way of city roads, as outlined in EMC [12.06.020](#), except as noted in EMC [12.06.120](#) and [12.06.160](#).

Section 8. EMC 12.06 of the Edgewood Municipal Code is hereby amended to provide in its entirety as follows:

12.06.095 Alternative, annual utility right-of-way-permit.

A. PURPOSE. It is the intent of this section to establish an alternative, streamlined permitting process under which franchisee may obtain a single, annual permit collectively authorizing repetitive, marginally intrusive activities by utilities within the city right-of-way that individually are of very short duration, do not entail disruption to traffic or pedestrian flows, and are objectively minor in nature. Such activities include:

Minor utility service adjustments or repair located within the right of way, but outside the paved roadway, shoulder, sidewalk and/or ditchlines.

Other, similarly minor and marginally-intrusive activities within the right of way, as may be approved by the Public Works Director.

B. DURATION. An alternative annual utility right of way permit will be valid for a maximum of one calendar year and will serve as a blanket, collective authorization for all of the activities referenced above and as further approved by the Public Works Director.

C. COST REIMBURSEMENT. The permittee shall reimburse the city for all of the City's direct and indirect costs and expenses in review, inspection and documentation of activities with this permit, establishing an initial cash reserve balance in the amount of \$1,000, to be drawn upon as staff, consultant and/or legal expenses are for these activities, at hourly rates established within the city of Edgewood's adopted Fee Schedule. Said cash reserve balance shall be replenished when the balance reaches a level below \$200, within 30 days after written notice thereof by the Finance Director.

D. NOTICE. The permittee shall provide no less than 48 hours written notice to the Public Works Director before performing any of the activities authorized under an alternative annual utility right of way permit. Said notice shall include the nature, commencement date, location, duration and anticipated completion date of the activities. Once the activity is completed, the permittee shall notify the City of work completion and readiness for final inspection by the City.

E. REQUIREMENTS; CONDITIONS. Except as otherwise provided under this section, all other applicable requirements of this chapter shall apply with respect to alternative annual utility right of way permits. Without limitation of the foregoing. The Public Works Director may impose such reasonable conditions of approval upon any such permit as deemed necessary or appropriate by the Director in order to protect the public health, safety and welfare.

Section 9. EMC 12.06 of the Edgewood Municipal Code is hereby amended to provide in its entirety as follows:

12.06.100 Application.

Applications for utility right-of-way permits and alternative annual utility right of-way-permits shall be submitted to the Edgewood department of public works in the form approved by the city engineer.

Section 10. EMC 12.06 of the Edgewood Municipal Code is hereby amended to provide in its entirety as follows:

12.06.110 Utility right-of-way permit fees.

All permit applications to perform work on any city-owned and maintained public road surface shall be accompanied by an application fee, as indicated within the most current version of the

City's Fee Schedule. In addition, any excavation work on any city-owned and maintained public road surface shall be accompanied by the following:

On chip sealed surfaces where estimated pavement cuts are less than 180 square feet, a cash deposit toward the final fee of a sum equal to \$4.60 per square foot, times the estimated paved surface on each excavation to be made is required. For estimated pavement cuts greater than 180 square feet on chip sealed surfaces, the cash deposit shall be the sum equal to \$828.00, plus an additional \$828.00 per 100 lineal feet, or portion of trench length exceeding the first 100 feet.

On full depth asphalt or concrete surfaces where estimated pavement cuts are less than 960 square feet, a cash deposit is required toward the final fee of a sum equal to \$4.00 per square foot, times the estimated paved surface on each excavation to be made. For estimated pavement cuts greater than 960 square feet, the cash deposit shall be the sum equal to \$3,840 per 100 lineal feet or portion of the trench length exceeding the first 100 feet.

Section 11. EMC 12.06 of the Edgewood Municipal Code is hereby amended to provide in its entirety as follows:

12.06.120 Permit Exception.

A. Any utility performing work as a result of a city construction or maintenance project.

B. A right-of-way use permit shall not be required of utilities or franchised utilities when responding to emergencies that require work in the right-of-way, including without limitation water or sewer main breaks, gas leaks, downed power lines or similar emergencies; provided, that the department shall be notified by the responding utility or city contractor verbally or in writing, as soon as practicable following onset of an emergency. Nothing herein shall relieve a responding utility or city contractor from the requirement to apply for a right-of-way use permit within 48 hours after beginning emergency work in the right-of-way.

Section 12. Severability. Should any section, paragraph, sentence, clause, or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 13. Effective Date. A summary of this Ordinance consisting of its title shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

**Presented to Council for First Reading on January 10, 2017
Presented to Council for Second Reading, 2017**

ADOPTED BY THE CITY COUNCIL ON, 2017

Mayor Daryl Eiding

ATTEST/AUTHENTICATED:

City Clerk Rachel Pitzel

APPROVED AS TO FORM:

, City Attorney

Date of Publication:

Effective Date: