

**CITY OF FIFE, WASHINGTON**

**ORDINANCE NO. 1853**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FIFE, PIERCE COUNTY, WASHINGTON, AMENDING THE COMPREHENSIVE PLAN FOR THE CITY OF FIFE PURSUANT TO THE STATE OF WASHINGTON'S GROWTH MANAGEMENT ACT.**

**WHEREAS**, in 1996, the City Council adopted the Comprehensive Plan for the City of Fife and its urban growth area pursuant to the State of Washington's Growth Management Act; and

**WHEREAS**, the City Council adopted a major update to the Comprehensive Plan for the City of Fife in 2005; and

**WHEREAS**, pursuant to the Growth Management Act, non-emergency amendments to the Comprehensive Plan can be considered no more than once each year; and

**WHEREAS**, proposed amendments for 2013 were submitted to the Fife Planning Commission; and

**WHEREAS**, the Fife Planning Commission held a public hearing on the proposed amendments on September 9, 2013 which was then continued until October 7, 2013, and then again to October 28, 2013;

**WHEREAS**, after the hearing was closed the Planning Commission considered the proposed amendments, established findings and fact, and made recommendations to the City Council recommending approval of the submitted Comprehensive Plan amendments; and

**WHEREAS**, copies of the proposed amendments were submitted to the State of Washington Department of Commerce and other state agencies for the 60 day review period required by the State's Growth Management Act; and

**WHEREAS**, the City Council held a public hearing on the proposed amendments on November 12, 2013; and

**WHEREAS**, a Determination of Non-significance was issued August 6, 2013 and August 13, 2013; and



**WHEREAS**, all comments and documents received from the public, staff, and governmental agencies have been incorporated into the public record and considered by the City Council in determining what action, if any, should be taken; and

**WHEREAS**, the City Council finds the Comprehensive Plan amendments, as accepted and approved by Council and set forth in this ordinance, are consistent with the Fife Comprehensive Plan, and with the goals and policies of the Growth Management Act; now therefore

**THE CITY COUNCIL OF THE CITY OF FIFE, PIERCE COUNTY,  
WASHINGTON DO ORDAIN AS FOLLOWS:**

Section 1. The Findings of Fact on the proposed 2013 Comprehensive Plan attached hereto as Exhibit A, are adopted and incorporated as the Council's Findings of Fact as if fully set forth herein.

Section 2. The City Council hereby amends the Fife Comprehensive Plan as follows:

- a. School District Capital Improvement Plans.** The Puyallup School District 2013-2018 Capital Facilities Plan (Exhibit B) and the Fife School District 2013-2019 Capital Facilities Plan (Exhibit C) are hereby incorporated by reference into the Capital Facilities Element, superseding prior versions.
- b. Update to Six-Year Transportation Improvement Plan.** The Six-Year Transportation Improvement Plan (2014-2019) attached hereto as Exhibit D is hereby incorporated by reference into the Capital Facilities Element, superseding prior versions.
- c. Updated Public Participation Program.** Comprehensive Plan Chapter 1, is hereby amended as set forth in Exhibit E attached hereto.
- d. Amendments to Capital Facilities Element.** Comprehensive Plan Chapter 7, Capital Facilities Element is hereby amended as set forth in Exhibit F attached hereto.

Section 3. The City Council hereby denies the following proposed amendment to the Fife Comprehensive Plan:

**Panattoni Comprehensive Plan Amendment.** Comprehensive Plan Future Land Use Map amendment proposing to change the future land use designations for certain properties located at the southeast corner of 70<sup>th</sup> Avenue and 20<sup>th</sup> Street East identified as tax parcel numbers 0420082077



and 0420082079 from "Mixed Commercial/High Density Residential" to "Industrial."

Section 4. Each and every provision of this Ordinance shall be deemed severable. In the event that any portion of this Ordinance is determined by final order of a court of competent jurisdiction to be void or unenforceable, such determination shall not affect the validity of the remaining provisions thereof provided the intent of this Ordinance can still be furthered without the invalid provision.

Section 5. This Ordinance shall be in full force and effect five (5) days after publication as required by law. A summary of this Ordinance may be published in lieu of the entire Ordinance, as authorized by State law.

Introduced the 26<sup>th</sup> day of November 2013.

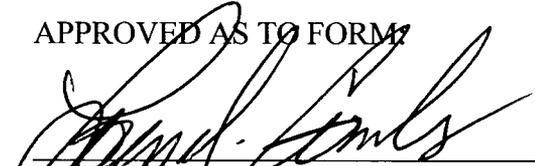
Passed by the City Council on the 10<sup>th</sup> day of December 2013.

  
David K. Zabell, City Manager

ATTEST:

  
Carol Etgen, City Clerk

APPROVED AS TO FORM:

  
Loren D. Combs, City Attorney

Published: Dec 12 2013  
Effective Date: Dec 17, 2013



**EXHIBIT A**  
**To Ordinance No. 1853**

*City of Fife Proposed 2013 Comprehensive Plan Amendments*  
*Findings of Fact*

1. The City of Fife adopted a GMA Comprehensive Plan in 1996. The City of Fife has routinely amended its Comprehensive Plan on an annual basis.
2. The public was invited to submit applications to amend the City of Fife Comprehensive Plan for the 2013 plan amendment cycle from November 2012 to March, 2013. Notice of the ability for the public to submit plan amendment requests were provided in the Fife Flyer on November 2, 2012, January 11, 2013, February 8, 2013 and February 22, 2013. One comprehensive plan amendment request was submitted.
3. In addition to privately initiated plan amendment applications, the City of Fife routinely amends the comprehensive plan on an annual basis to address certain items including, as examples, capital facilities plans and transportation improvement plan updates.
4. The following proposed amendments were considered on the 2013 comprehensive plan amendment docket:
  - A. Adoption of the 2013-2018 Puyallup School District Capital Facilities Plan (Exhibit B);
  - B. Adoption of the 2013-2019 Fife School District Capital Facilities Plan (Exhibit C);
  - C. Incorporation of the City of Fife 2014-2019 Six-Year Transportation Improvement Program (TIP) into the City of Fife Comprehensive Plan (Exhibit D);
  - D. Updated Public Participation Program expanding on how the City may address public participation for future Comprehensive Plan amendments (Exhibit E);
  - E. Amendments to Comprehensive Plan Chapter 7 Capital Facilities Element to update capital projects. (Exhibit F).
  - F. Panattoni Comprehensive Plan Amendment. The proposed privately initiated map amendment would change the City of Fife Comprehensive Plan Future Land Use Map for certain properties located at the southeast corner of the intersection of 20<sup>th</sup> Street East and 70<sup>th</sup> Avenue East from "Mixed Commercial/High Density Residential" to "Industrial".
5. Adoption of Fife and Puyallup school district capital facilities plans is intended to enable the City to assess school impact fees through the adoption and amendment of the City's school impact fee ordinance (Fife Municipal Code Chapter 20.15).
6. The City annually updates and adopts a Six-Year Transportation Improvement Program (TIP) in accordance with RCW 35.77.010. The TIP is the City's detailed transportation improvement work program and identifies transportation-related projects the City intends to begin within the next six years.
7. This year's 2014-2019 Six-Year TIP was approved by the Fife City Council on August 13, 2013 through the adoption of Resolution No. 1559. Incorporation of the 2014-2019 Six Year TIP into the Comprehensive Plan is intended to keep the Comprehensive Plan consistent with state law and the Countywide Planning Policies.



8. The Growth Management Act (GMA) requires continual public participation as a basis for the community's comprehensive planning process. The updated public participation program more accurately reflects the growing evolution of public participation techniques.
9. RCW36.70A.070(3) provides for the requirement that each comprehensive plan subject to the requirements of the Growth Management Act include a capital facilities element.

RCW36.70A.070(3) states,

“A capital facilities plan element consisting of: (a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities; (b) a forecast of the future needs for such capital facilities; (c) the proposed locations and capacities of expanded or new capital facilities; (d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and (e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.”

10. The proposed amendments to Comprehensive Plan Chapter 7 Capital Facilities Element are intended to update capital projects and funding sources. In summary these amendments include:
  - An updated projects list (Exhibit F, Revised Table 7-1) to reflect projects that have been completed and other new projects which have been identified relating to transportation, utilities, parks stormwater and other municipal buildings.
11. The Panattoni Comprehensive Plan amendment would have amended the Future Land Use Map for certain properties located along the southeastern corner of 70<sup>th</sup> Avenue East and 20<sup>th</sup> Street East from “Mixed Commercial/High Density Residential” to “Industrial.”
12. After reviewing the staff report and based on the testimony provided at the Planning Commission Public Hearing, the Planning Commission recommended approval of the Panattoni amendment.
13. FMC (14.04) provides that comprehensive plan amendments be reviewed by the Planning Commission who then makes a recommendation to the City Council. In accordance with FMC (14.06.030), notice of the September 9, 2013 Planning Commission was provided by a legal notice published in the Tacoma News Tribune on August 26, 2013.
14. In accordance with RCW 36.70A. 106, the proposed Comprehensive Plan amendments were transmitted to the Washington State Department of Commerce for the 60-day State agency review process on August 15, 2013.
15. A State Environmental Policy Act (SEPA) Determination of Non-Significance (DNS) was issued on the proposal on August 6, 2013.
16. The City Council does not concur with the Planning Commission recommendation regarding the Panattoni Comprehensive Plan Amendment.



17. In 2006 the City of Fife City Council passed Ordinance No. 1608-06 amending the City of Fife Comprehensive Plan Land Use Element to establish Goals and Policies (Goal 13 and Policies 13.1 through 13.6) for properties along the proposed SR 167 Freeway Corridor.
18. Goal 13 states, "Goal 13: Where appropriate, encourage a mixture of appropriate commercial, industrial, and office park uses along the SR 167 freeway corridor in compliance with all City concurrency requirements and policies."
19. Policy 13.1 states, "Policy 13.1: In areas adjacent to 20th Street East, encourage commercial uses and a comprehensive plan designation of Mixed Commercial/High Density Residential."
20. The properties proposed for the Panattoni Comprehensive Plan Map amendment are along the proposed 167 Freeway Corridor, abut 20<sup>th</sup> Street East and, consistent with Policy 13.1, are currently designated "Mixed Commercial/High Density Residential" on the City of Fife Future Land Use map.
21. Designation of the Panattoni property to "Industrial" would not be consistent with Comprehensive Plan Land Use Element Policy 13.1.
22. 20<sup>th</sup> Street East, between 54<sup>th</sup> Avenue East and Freeman Road, contains no "Industrial" designated property abutting 20<sup>th</sup> Street East.
23. The City of Milton submitted written comments expressing concerns over new potential pass through truck trips in their (City of Milton) City and how that would not maintain or protect the City's (Milton's) "small town atmosphere" and would be counter to the Milton's adopted "Vision".
24. The City of Fife is currently comprises of 48% industrial zoned lands, 31% commercial lands, and 16% residential lands (page 2-6 of the Fife Comprehensive Plan Land Use Element).
25. Fife Comprehensive Plan Land Use Policy 3.1 states: "Maintain specific development regulations policies and plans that will result in more balance between residential, commercial, and industrial land use activities in the City." The proposed Panattoni amendment would have increased the amount of industrial zoned lands and reduced the amount of commercial/ mixed use lands by 10 acres.
26. The City of Fife Comprehensive Plan Land Use Element includes the most recent Pierce County Buildable Lands inventory for the City of Fife. The 2007 Buildable Lands report indicates that the employment needs for the City of Fife total 3,559 jobs by 2022 (see the Pierce County Buildable Lands report, page 106).
27. The City of Fife Comprehensive Plan currently shows a total employment capacity of 7,419 jobs. This number was determined from an average number of jobs per acre multiplied by the number of acres available for development. This shows a surplus of 3,860 jobs within the City of Fife.
28. Additional Industrial land is not needed for the City to achieve its employment forecasts.



29. There is no need for additional lands for employment because there is existing employment capacity located within the existing Five Urban Growth Area for the projected 20 year period.



**Puyallup School District #3**  
**2013-2018 Capital Facilities Plan**  
**302 2<sup>nd</sup> Street SE**  
**Puyallup, Washington 98372**

**Board of Directors**

Chris Ihrig, President  
Greg Heath, Vice President  
Pat Donovan, Legislative Representative  
Dane Looker, Director  
Pat Jenkins, Director

**Superintendent**

Timothy S. Yeomans, Ed.D.

July 1, 2013  
DRAFT

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## **Section I ► Introduction**

The purpose of this report is to establish a six year Capital Facilities Plan for the Puyallup School District, in response to the provisions of the Growth Management Act (GMA). Specifically, this document will inventory the District's school and support facilities, as well as its undeveloped/underdeveloped properties. In addition, this document will assess the District's student enrollment growth prospects and identify the new construction, modernization and renovation work needed to meet the long-term enrollment growth. The District's planned construction projects are presented over the next six years through 2018.

Historically, residential development and the need for new school construction, replacement and modernization for existing schools have not necessarily progressed in an orderly and coordinated manner. However, the selection of school sites and the construction of schools generally preceded, or closely followed, the construction of new homes. The gap between available school space and the current need for school space has increased over the years in many areas of the district as a result of sustained periods of high residential growth combined with a growing timeframe for permitting and development for school construction. As a result, schools have commonly become overcrowded. With overcrowding, the use of portable classrooms, without the benefit of adequate support facilities, has also increased.

Relief for overcrowded schools and the need to renovate older worn-out schools has primarily come from local residents who have supported tax levies and bond issues. Voter approval of school levies and bond issues is becoming more difficult as other interests vie for property tax dollars. In addition, many existing residents are questioning the equity of having to pay for the educational facilities of new residents and/or school facilities that they believe have not been properly maintained over time. In an effort to overcome the perceived inequity of property tax supported levies and bond issues, school districts have sought conditions upon development activity to provide a share of the local financial support needed for the construction of new school facilities.

This plan is designed, in part, to support the use of school impact fees as provided for under the 1990 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 benchmark and current "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 Puyallup School District Capital Facilities 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, and should eventually be authorized by other municipalities that may have jurisdiction in the future. In addition, this plan will also provide a basis for mitigation under the State Environmental Protection Act (SEPA) or the State Subdivision Act.

The Growth Management Act, which was passed in 1990 and amended in 1991, includes two elements addressing the impacts of development on schools:

1. RCW 58.17.110(2), a portion of the state subdivision act, was amended to require denial of any plat "unless the city, town, or county legislative body makes written findings that: (a) appropriate provisions are made for ... schools and school grounds.... Dedication of land to any public body, provision of public improvements to serve the subdivision, and/or impact fees imposed under... this act may be required as a condition of subdivision approval..."

RCW 58.17.060 was also amended to require that the same determination be made with regard to short plats.

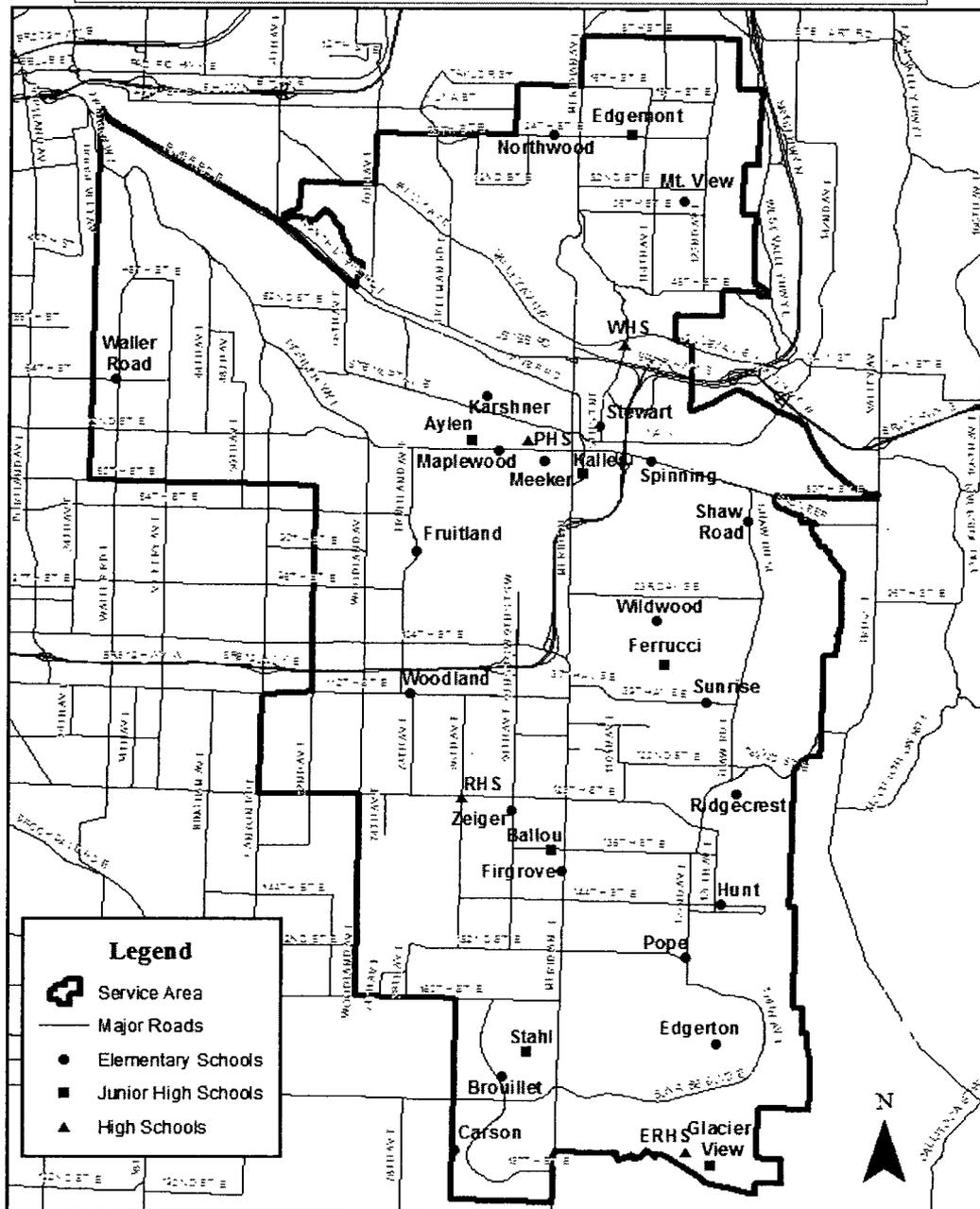
2. Impact fees for school facilities are authorized for jurisdictions planning under GMA (RCW 82.02.050-.110) upon adoption of a capital facilities plan element and enabling ordinance.

## Section II ► School District Description

### Introduction

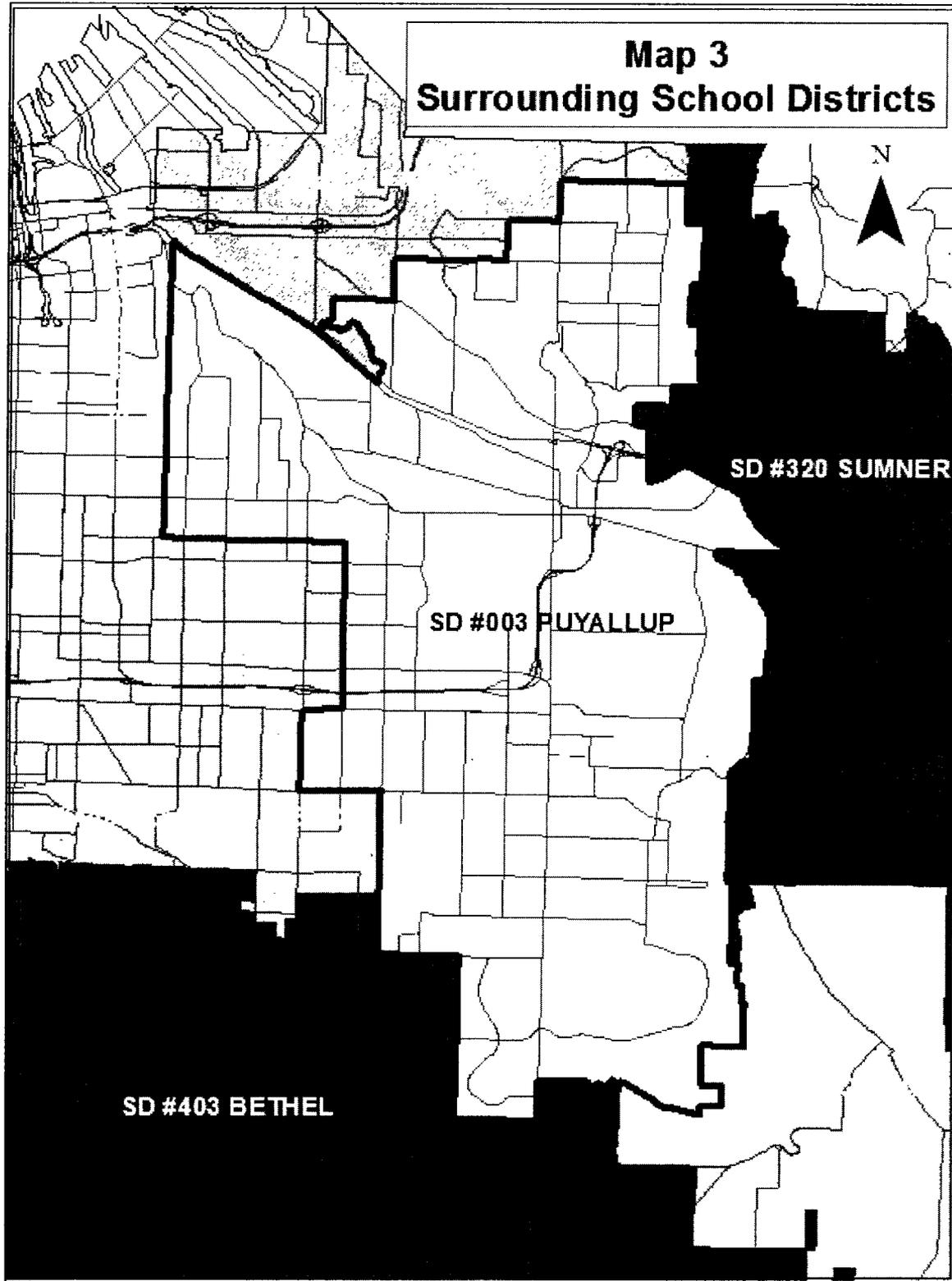
The Puyallup School District is located within eastern Pierce County and incorporates approximately 54 square miles within its boundaries. It is situated along the intersection of Highways 512 and 167. Below is a map of the service area of Puyallup School District.

**Map 1 - Puyallup School District Service Area**





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



## **School Facilities Inventory**

As shown on Map 1, the Puyallup School District currently has twenty-one (21) elementary schools, seven (7) junior high schools, three (3) comprehensive senior high schools and one (1) alternative high school. 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. Alternatively, Riverside Elementary (2007) and Hilltop Elementary (2009) in the north end of the District were closed, in part, due to low and declining student enrollment patterns.

One junior high school building opened in 2007 and two replacement buildings opened in 2008. 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.

### **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

In 2012, the district concluded its study of grade reconfiguration to support the middle school grade configuration model. The work was led over several years by a 15 member Grade Level Configuration Committee that studied a proposed district-wide grade realignment to:

- Kindergarten through fifth grade at the elementary level
- Sixth through eighth grade following the middle school model
- Ninth through twelfth grade at the high school level

On July 9, 2012, the school board unanimously agreed to maintain the current grade configuration in a K-6, 7-9, and 10-12 format. Ultimately, the board decided that the challenges identified in the committee's research outweighed the advantages of moving to a complete middle school model. Adding ninth graders on high school campuses, which already operate over capacity, would result in more students in portable classrooms and increased issues of common area space such as cafeterias.

Furthermore, the analysis revealed that numerous middle school concepts were possible under current grade configuration, with some already under way. These concepts include providing a smooth transition between elementary and junior high and from junior high to high school, expanding program offerings at the junior high level and assimilating the ninth grade class into the high school curriculum to support post K-12 learning opportunities.

### Site Size

Elementary school sites range in size from 2.6 acres at Meeker Elementary to 20 acres at Northwood Elementary. The District's prototype elementary school design requires a well-configured site of not less than 10 usable acres. The Karshner, Maplewood, Meeker, Ridgecrest, Spinning, Stewart and Waller Road elementary school sites are all substantially smaller than the minimum site size standard, resulting in a lack of available parking, play fields and/or space to site portable classrooms. The District does plan to expand the Stewart Elementary campus in the future, and will look for opportunities to acquire additional property along the south edge of the Stewart campus block.

A breakdown of the District's elementary school site sizes are shown in Table 1.

**Table 1  
Inventory of Elementary Schools**

<b>School</b>	<b>Site Size (acres)</b>	<b>Permanent Square Footage</b>	<b>Number of Portable Classrooms<sup>2</sup></b>	<b>Portable Square Footage</b>
Brouillet	10.29	46,698	8	6,960
Carson	15.00	71,734	5	4,350
Edgerton	11.98	71,734	3	2,610
Firgrove	10.00	51,492	11	9,570
Fruitland	10.97	47,200	4	3,480
Hunt	15.00	46,698	10	8,700
Karshner	7.15	31,445	5	4,350
Maplewood	5.50	43,621	3	2,610
Meeker	2.59	39,415	0	0
Mountain View	10.01	28,862	3	2,610
Northwood	20.00	29,214	6	5,220
Pope	9.67	42,228	10	8,700
Ridgecrest	7.27	42,228	3	2,610
Shaw Road <sup>1</sup>	14.30	46,731	3	2,610
Spinning	4.78	37,287	2	1,740
Stewart	3.99	43,728	0	0
Sunrise	9.39	46,432	3	2,610
Waller Road <sup>3</sup>	6.80	31,241	6	5,220
Wildwood	10.00	45,565	7	6,090
Woodland	10.53	46,731	4	3,480
Zeiger <sup>1</sup>	12.93	47,066	9	7,830
Elementary #24	24.02	0	0	0
Elementary #25	16.84	0	0	0
<b>Total</b>	<b>249.01</b>	<b>937,350</b>	<b>105</b>	<b>91,350</b>

<sup>1</sup> Portable classroom count total reflects site changes planned over summer 2013

<sup>2</sup> Excludes portables not owned/operated by PSD and buildings unsuitable for classroom instruction.

Junior high school sites range in size from 15.5 acres at Kalles Junior High to 30 acres at Stahl Junior High. Edgemont Junior High added 9.1 acres with the closure of the adjacent former Hilltop Elementary school in 2009. The District's prototype junior high school design requires a well-configured site of not less than 20 acres.

A breakdown of the District's junior high school site sizes is shown in Table 2.

<b>Table 2</b>				
<b>Inventory of Junior High Schools</b>				
<b>School</b>	<b>Site Size (acres)</b>	<b>Permanent Square Footage</b>	<b>Number of Portable Classrooms</b>	<b>Portable Square Footage</b>
Aylen	17.67	100,597	0	0
Ballou	29.69	89,094	11	9,570
Edgemont	23.78	78,569	0	0
Ferrucci	20.00	88,104	12	10,440
Glacier View <sup>1</sup>	21.07	102,299	5	4,350
Kalles	15.49	100,597	5	4,350
Stahl	30.01	92,522	13	11,310
<b>Total</b>	<b>157.71</b>	<b>651,782</b>	<b>46</b>	<b>40,020</b>
<sup>1</sup> Portable classroom count total reflects site changes planned over the summer 2013. One existing portable at Emerald Ridge HS is also being used by GVJH to house the elementary music program.				

The site sizes vary dramatically between Puyallup High School and the other two comprehensive high schools. Puyallup HS is located on less than 14 acres within the City of Puyallup. In comparison, Rogers HS is located on a 40-acre site in unincorporated Pierce County. The Rogers site acreage is close to what might be considered ideal for high schools with an 1800 student enrollment capacity, the planned long-term capacity at each of the three comprehensive high schools. The site at Emerald Ridge HS site is approximately 55 acres located within the Sunrise Master Planned Community in the District's southeastern corner (unincorporated Pierce County).

A breakdown of the District's high school site sizes is shown in Table 3.

<b>Table 3</b>				
<b>Inventory of High Schools</b>				
<b>School</b>	<b>Site Size (acres)</b>	<b>Permanent Square Footage</b>	<b>Number of Portable Classrooms</b>	<b>Portable Square Footage</b>
E.B. Walker <sup>1</sup>	3.38	8,543	13	11,310
Emerald Ridge <sup>3</sup>	55.00	203,119	12	10,440
Puyallup <sup>2</sup>	13.80	233,531	13	11,310
Rogers	40.00	206,505	16	13,920
<b>Total</b>	<b>112.18</b>	<b>651,698</b>	<b>54</b>	<b>46,980</b>
<sup>1</sup> Portable Classroom count includes two double portables for Summit Program located at Sparks Stadium but excludes the Child Find portable to be located at WHS in summer 2013.				
<sup>2</sup> Puyallup High School site size does not include Sparks Stadium.				
<sup>3</sup> Total Portable Count excludes one portable at ERHS used by Glacier View Junior High				

### **Facility Size**

Puyallup elementary schools range in size from 28,862 permanent square feet at Mountain View Elementary to 71,734 permanent square feet at Carson Elementary and Edgerton Elementary. The District has two (2) elementary schools in the twenty to thirty thousand square foot range, four (4) elementary schools in the thirty to forty thousand square foot range, twelve (12) elementary schools in the forty to fifty thousand square foot range and three (3) elementary schools that are larger than fifty thousand square feet. A breakdown of the square footage of the District's elementary schools is shown in Table 1.

Junior high schools range in size from 78,569 square feet at Edgemont Junior High to 102,299 square feet at Glacier View Junior High. A breakdown of the square footage of the District's junior high schools is shown in Table 2.

Puyallup School District has three comprehensive high schools. Emerald Ridge has a total 203,119 square feet, Puyallup High has a total of 233,551 square feet and Rogers High has a total of 206,505 square feet. A breakdown of the square footage of the District's high schools, including Walker High School, is shown in Table 3.

### **Number of Portables**

An inventory of the portable classrooms currently in use for instructional purposes at the elementary school level is shown in Table 1. One hundred and five (105) portable classrooms are currently utilized at the elementary level. The usage ranges from a high of 11 portables at Firgrove Elementary to no portables at several locations.

An inventory of the portable classrooms currently in use for instructional purposes at the junior high school level is shown in Table 2. Forty-six (46) portable classrooms are currently being utilized at the junior high level. The usage ranges from a high of 13 portables at Stahl Junior High to no portables at Edgemont Junior High. An inventory of the portable classrooms currently in use for instructional purposes at the high school level is shown in Table 3. Fifty-four (54) portable classrooms are currently being utilized at the high school level.

Currently, there are a total of 205 portable classrooms used for instructional purposes in the Puyallup School District.

### **Benchmark Level of Service Capacity**

The Growth Management Act (GMA) requires that school districts provide "level of service" or "school capacity" data as a component of their Capital Facilities Plan. The GMA was developed, in part, to help ensure that public services, including schools, necessary to support development shall be adequate to serve said development at the time the development is available for occupancy and use, without decreasing current service levels below locally established minimum standards. In other words, each public service needs to clearly define their service level so that the service level can be maintained in the face of new development. In the paragraphs to follow, the "level of service" concept will be defined and related to school facilities. The Space Allocation Model (SAM) will be explained and rationale provided for why that model was used to describe the Puyallup School District's "level of service".

**Definition.** In a generic sense, the "level of service" is an indicator of the extent or degree of service provided by each type of capital facility. Level of service is a quantifiable and objective measure, such as gallons of water per customer or acres of park space per capita.

With respect to public schools, the "level of service" is a measure of the school building space provided for the purpose of supporting the instruction of students. Most often, this measure of service is reported as the number of students a school is designed to accommodate (i.e. the Practical Capacity). However, the number of square feet each student is afforded (i.e. a Space Allocation) is also used as a measure of service.

School facility and student capacity needs are dictated by the types and amounts of space required to accommodate the District's adopted educational program. The educational program standards that typically drive facility space needs include grade configuration, optimum facility size, class size, educational program offerings, classroom utilization and scheduling requirements, and the use of portable classroom facilities.

In addition to factors which affect the amount of space required, government mandates and community expectations may affect how classroom space is used. Traditional educational programs offered by school districts are often supplemented by nontraditional or special programs such as special education, bilingual education, remediation, alcohol and drug education, preschool programs, computer labs, music programs, etc. These mandated special or nontraditional educational programs can have a significant impact on the available student capacity of school facilities.

Variations in student capacity between schools are often a result of special or nontraditional programs offered at specific schools. These special programs require classroom space which can reduce the permanent capacity of some of the buildings housing such programs. Some students, for example, leave their regular classroom for a short period of time to receive instruction in these special programs. Newer schools within the Puyallup School District have been designed to accommodate many of these programs. However, older schools often require space modifications to accommodate special programs, and in some circumstances, these modifications may reduce the overall classroom capacities of the buildings.

District educational program standards will undoubtedly change in the future as a result of changes in the program year, special programs, class sizes, grade span configurations, use of new technology, and other physical aspects of the school facilities. The school space inventory will be reviewed periodically and adjusted for any changes to the educational program standards. These changes will also be reflected in future updates of this Capital Facilities Plan.

**The Space Allocation Model.** The Puyallup School District's "level of service" has been defined in terms of the amount of permanent and portable school space that is provided for the instruction of each elementary, junior high and senior high school students.

The Space Allocation Model (SAM) was selected over the Practical Capacity Model (PCM) for several reasons. Those reasons are as follows:

1. The SAM is a well-established and familiar model. WAC 392-343-035 sets forth state

funding assistance in the construction of school facilities for K-12 based upon space allocation per enrolled student. The current Student Space Allowance (SSA) is as follows: 90 square feet per student in grades K-6, 117 square feet per student in grades 7 and 8, and 130 square feet per student in grades 9-12. One hundred, forty-four square feet per student is assigned to a specially designated self-contained classroom.

As spoken to earlier, the space allocation figures set forth in WAC 392-343-035 are only used for the purpose of determining a school district's eligibility for state matching funds. Experience has shown, those space allowances do not reflect an accurate total of the true space needed to carry out the instructional programs of any particular school district. However, the state's square footage figures are very familiar to anyone associated with new school construction in the State of Washington.

2. The SAM is an easier model to calculate. Establishing the practical enrollment capacity of an elementary school is not particularly troublesome. However, trying to accurately assess the practical capacity of a junior or senior high school is extremely difficult. Teacher planning periods, specialty areas like food laboratories, music rooms, shop classrooms, etc., the Fast Start Program, late arrival, early dismissal and zero periods; these are just a few examples of the complexities of a secondary school's instructional program.
3. The SAM is also a much easier model to explain. The straight forward calculations of the SAM are not difficult to understand, especially to someone who is not totally familiar with the complexities of the instructional programs of schools.

The Puyallup School District does not use square footage of its portable classrooms as part of their "level of service capacity" calculations, but continues to use portables in its "benchmark level of service" calculations. 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.

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 State of Washington, and with the Office of the Superintendent of Public Instruction. The Puyallup School District reserves the right to adjust the benchmark "level of service" as needed to accommodate its instructional program within the district.

**Benchmark Calculations.** When the Puyallup School District's Capital Facilities Plan was initially adopted by the Puyallup School Board on September 12, 1994, the "level of service" calculations were based on 1993-1994 enrollment and facility size figures. As a result, the first "level of service" figures have established the Benchmark, against which subsequent "level of service" figures will be compared.

**Elementary Level.** There is a wide diversity of building types and corresponding efficiencies of each elementary site. The district's approach in calculating Elementary Level LOS has been modified from the, more homogeneous, Junior High, and Senior High School methodology in recognition of this diversity of building stock. Thus the Elementary LOS is calculated separately for each building then a district-wide average LOS is established using the LOS's of each of the twenty-one (21) elementary sites during the 1999-2000 school year (see Table 4).

The **benchmark** "level of service" square footage allowance for the Puyallup School District's elementary grades remains based on the 1999-2000 "level of service" which was calculated as follows:

Step 1: The Square Footage of each Elementary School Building + The Square Footage of Portables at each Elementary School Site = The Total Square Footage of that Elementary School Site

**Example: Brouillet Elementary School (1999-2000 SY)**  
**45,975 sq. ft. + 5,184 sq. ft. = 51,159 sq. ft.**

Step 2: The total area of each Elementary School Building / the number of students = the site level of service (SLOS) (expressed in square feet per student) for that elementary building site.

**Example: Brouillet Elementary School (1999-2000 SY)**  
**51,159 sq. ft. / 601 Students = 85 sq. ft. per student (Brouillet SLOS) See Table 4**

**Table 4  
Benchmark (1999-2000) Elementary Site Level of Service**

<b>Elementary School Site</b>	<b>Permanent Area (SQ. FT.)</b>	<b>Portable Area (SQ. FT.)</b>	<b>Total Elementary Area (SQ. FT.)</b>	<b>Number of Students (OCT. 1999)</b>	<b>Elementary Site Level of Service (SLOS)</b>
Brouillet	45,975	5,184	51,159	601	85
Firgrove	50,582	6,912	57,494	668	86
Fruitland	32,496	8,640	41,136	564	73
Hilltop	30,544	864	31,408	304	103
Hunt	45,975	6,048	52,023	676	77
Karshner	31,670	4,320	35,990	414	87
Maplewood	43,503	0	43,503	302	144
Meeker	34,263	1,728	35,991	395	91
Mountain View	27,080	2,592	29,672	328	90
Northwood	28,646	864	29,510	230	128
Pope	42,364	6,912	49,276	722	68
Ridgecrest	42,364	3,456	45,820	487	94
Riverside	21,293	4,320	25,613	240	107
Shaw Road	46,041	6,048	52,089	669	78
Spinning	36,398	2,592	38,990	441	88
Stewart <sup>2</sup>	13,784	5,184	18,968	290	65
Sunrise	45,717	1,728	47,445	512	93
Waller Road	32,373	0	32,373	270	120
Wildwood Park	44,344	5,184	49,528	583	85
Woodland	46,041	1,728	47,769	563	85
Zeiger	46,510	864	47,374	584	81
<b>TOTAL SLOS</b>					<b>1,929</b>
Note: The school data in this chart is a snapshot of the elementary facilities in existence during the 1999-2000 school year, which is used to calculate the Elem Benchmark LOS					

**Step 3:** The total of SLOS's of all Elementary School Buildings/The Total number of all Elementary Schools = the District Elementary Level of Service (LOS)

**Therefore;**

**The Calculated Elementary Level of Service is  $1929/21 = 91.86$  sq. ft. per student.**

**Step 4:** It is important to note the above calculations include portable area. In 1999 the District had 94 portable buildings on the elementary level. Furthermore, one needs to realize that portables do not provide any of the needed support space (library, gymnasium, offices, restrooms, etc.).

When the district builds new permanent facilities it includes all such support space for each classroom. Typically, this results in a doubling of the square footage. In order to capture some of this needed additional area the District is increasing the LOS to 94 square feet per student. The basis for this number is derived from the OSPI's White Paper on School

Construction (Feb. 11, 1992) Comparative Space Standards. In these standards, 94 square feet per student was the average LOS of the 13 states surveyed.

**Therefore;**

**The Adopted Elementary Level of Service is: 94 sq. ft. per student.**

**Junior High Level.** The benchmark "level of service" for the Puyallup School District's junior high grades is still based on the 1993-1994 "level of service" square footage allowance, and is as follows;

Step 1: The Square Footage of all Permanent Junior High School Buildings + The Square Footage of all Portable Junior High School Buildings = The Total Square Footage of all Junior High School Buildings

**Therefore;**

**476,177 sq. ft. + 23,904 sq. ft. = 500,081 sq. ft. (1993-94 SY)**

Step 2: The Total Square Footage of all Junior High School Buildings / The Total Junior High School Enrollment = The Per Pupil Square Footage Allowance for Junior High School Students

**Therefore;**

**500,081 sq. ft. / 4,065 students = 123.02 sq. ft. per Junior High Student (1993-94 SY)**

**Senior High Level.** The benchmark "level of service" for the Puyallup School District's senior high grades is still based on the 1993-1994 "level of service" square footage allowance, and is as follows;

Step 1: The Square Footage of all Permanent Senior High School Buildings + The Square Footage of all Portable Senior High School Buildings = The Total Square Footage of all Senior High School Buildings

**Therefore;**

**417,320 sq. ft. + 33,672 sq. ft. = 450,992 sq. ft. (1993-94 SY)**

Step 2: The Total Square Footage of all Senior High School Buildings / The Total Senior High School Enrollment = The Per Pupil Square Footage Allowance for Senior High School Students

**Therefore;**

**450,992 sq. ft. / 3,364 students = 134.06 sq. ft. per Senior High School Student (1993-94 SY)**

### **Current Level of Service Capacity**

The Puyallup School District's "current level of service capacity" calculations are made on an annual basis using enrollment and building space data that are available early each fall, usually in the month of October. First, the enrollment data comes from a count of elementary, junior high and senior high school students on the first school day in October. These enrollment numbers are recorded on the P223 Form, which is the District's official enrollment count. Second, the inventory of the District's permanent school space (square feet), and numbers of portables are also updated each October. The current year's "permanent square footage" figures are displayed in Table 1, Table 2 and Table 3 of this plan and based primarily on the data within the District's most recent State Study and Survey report.

The Present Enrollment figures have been obtained from the October 2012 P223 Form, which is the District's official enrollment count. The Benchmark Capacity figures are derived by dividing each school's total permanent space by the Benchmark Level of Service (LOS) figure for each grade configuration (i.e., elementary, junior high and senior high). If the Present Enrollment figure is larger than the Benchmark Capacity figure, then the school is viewed as being over capacity and the difference is reported as a positive number. However, if the Present Enrollment figure is smaller than the Benchmark Capacity figure, then the school is viewed as being under capacity and the difference is reported as a negative number.

**Elementary Level.** The Current Level of Service Capacity data for the elementary level are found in Table 5. The District's total elementary school enrollment is over capacity by 317 students.

<b>Table 5</b>			
<b>Current Level of Service Capacity</b>			
<b>Elementary Level</b>			
<b>Elementary School Site</b>	<b>Present Enrollment (# of students)</b>	<b>Benchmark LOS Capacity (# of Students)</b>	<b>Current Capacity (# of students)</b>
Brouillet	630	497	+133
Carson <sup>1</sup>	895	763	+132
Edgerton <sup>1</sup>	669	763	-94
Firgrove	531	548	-17
Fruitland	520	502	+18
Hunt	615	497	+118
Karshner <sup>1</sup>	305	335	-30
Maplewood <sup>1</sup>	355	464	-109
Meeker	418	419	-1
Mountain View	297	307	-10
Northwood	358	311	+47
Pope	586	449	+137
Ridgecrest	450	449	+1
Shaw Road	499	497	+2
Spinning	303	397	-94
Stewart <sup>1</sup>	332	465	-133
Sunrise <sup>1</sup>	505	494	+11
Waller Road	297	332	-35
Wildwood <sup>1</sup>	455	485	-30
Woodland	572	497	+75
Zeiger <sup>1</sup>	697	501	+196
<b>Total</b>	<b>10,289</b>	<b>9,972</b>	<b>+317</b>

<sup>1</sup> Represents school with Pre-School Program

Note: Present Enrollment numbers are from the October P223 Headcount and do not include Pre-School, Homebound, or SP ED/Med Fragile PSS Program students. Positive numbers in the Current Capacity field indicate students over benchmark capacity.

**Junior High Level.** The Current Level of Service Capacity data for the junior high level are found in Table 6. The District's total junior high enrollment is under capacity by 134 students.

<b>Table 6</b>			
<b>Current Level of Service Capacity</b>			
<b>Junior High Level</b>			
<b>Junior High School Site</b>	<b>Present Enrollment (# of students)</b>	<b>Benchmark LOS Capacity (# of Students)</b>	<b>Current Capacity (# of students)</b>
Aylen	710	818	-108
Ballou	751	724	+27
Edgemont <sup>1</sup>	392	550	-158
Ferrucci	738	716	+22
Glacier View	856	832	+24
Kalles	810	818	-8
Stahl	819	752	+67
<b>Total</b>	<b>5,076</b>	<b>5,210</b>	<b>-134</b>
<sup>1</sup> Practical Capacity used in place of Benchmark Capacity for Edgemont due to the oversized common spaces built to accommodate a future 250-student classroom addition.			
Note: Present Enrollment numbers are from the October P223 Headcount and do not include Homebound or SP ED/Med Fragile PSS Program. Positive numbers in the Current Capacity field indicate students over benchmark capacity.			

**Senior High Level.** The Current Level of Service Capacity data from the senior high level is found in Table 7. The District's total senior high school enrollment is over capacity by 115 students.

<b>Table 7</b>			
<b>Current Level of Service Capacity</b>			
<b>Senior High Level</b>			
<b>Senior High School Site</b>	<b>Present Enrollment (# of students)</b>	<b>Benchmark LOS Capacity (# of Students)</b>	<b>Current Capacity (# of students)</b>
E.B. Walker	129	64	+65
Emerald Ridge <sup>1</sup>	1567	1400	167
Puyallup	1503	1742	-239
Rogers	1662	1540	+122
<b>Total</b>	<b>4,861</b>	<b>4,746</b>	<b>+115</b>
<sup>1</sup> Practical Capacity used in place of Benchmark Capacity due to the oversized common spaces built to accommodate a future 400-student classroom addition.			
Note: Present Enrollment numbers are from the October P223 Headcount and do not include Homebound, SP ED/Med Fragile PSS Program or full-time Running Start students. Positive numbers in the Current Capacity field indicate students over benchmark capacity.			

### **Student Generation Numbers**

The Puyallup School District has established its Student Generation Numbers 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 residences 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 Numbers 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 Numbers 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 Numbers 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 2013-2018 Capital Facilities Plan update uses the rates shown in Table 8 for single family and Table 9 for multi-family residential developments. The tables use student records and planned development information from the Pierce County and the other three municipalities within the Puyallup School District. The developments are located throughout the District and represent a variety of building types within the specific category. To reflect the students generated by recent housing growth, Tables 8 and 9 primarily include recently completed developments together with developments partially built-out still under construction.

The single family data counted over 1,800 residences. Where developments were still in construction as of June 2013, estimates of the numbers of units occupied were used. The estimates were based on data from Pierce County Assessors website in addition to field observations and discussions with builders and realtors involved with the construction and sale of the houses.

1,950 multi-family units were included in the analysis. They include a mixture of one, two and three bedroom units. The number of bedrooms was verified through the Pierce County Assessor's website, when available, along with communication with property managers of the developments. Variations in the rates are indicative of the number of bedrooms. Three bedroom units typically generate significantly higher numbers of students than one bedroom units.

Puyallup School District - Student Generation Rates  
Table 8 - Single Family

Description	Elementary Area	# of Attendance Units	# of # of K-6	# of # of JH	# of # of HS	Total Students	K-6 SGR	JH SGR	HS SGR	Total SGR
Ashley Meadows <sup>1</sup>	Karshner	32	7	2	4	13	0.22	0.06	0.13	0.41
Avalon Estates	Mt. View	15	5	1	0	6	0.33	0.07	0.00	0.40
Brookfield (SilverCreek Ph.3) <sup>1</sup>	Carson	238	151	65	35	251	0.63	0.27	0.15	1.05
Brookfield Farms Ph. 1	Firgrove	108	38	19	33	90	0.35	0.18	0.31	0.83
Crossroads <sup>1</sup>	Hunt	50	11	12	8	31	0.22	0.24	0.16	0.62
LaGrande Station <sup>1</sup>	Meeker	83	22	12	6	40	0.27	0.14	0.07	0.48
Lancastle Estates	Zeiger	70	29	9	6	44	0.41	0.13	0.09	0.63
Lancastle II Div. II <sup>1</sup>	Zeiger	51	22	9	6	37	0.43	0.18	0.12	0.73
Lipoma Firs North	Edgerton	214	91	33	32	156	0.43	0.15	0.15	0.73
Meridian Greens <sup>1</sup>	Firgrove	40	16	4	4	24	0.40	0.10	0.10	0.60
Morning View Estates 1&2 <sup>1</sup>	Edgerton	22	9	4	4	17	0.41	0.18	0.18	0.77
Navarro <sup>1</sup>	Brouillet	85	38	15	13	66	0.45	0.18	0.15	0.78
Poplar Farms <sup>1</sup>	Karshner	32	12	4	5	21	0.38	0.13	0.16	0.66
Puyallup Highlands <sup>1</sup>	Shaw Rd	90	17	7	3	27	0.19	0.08	0.03	0.30
Rainier Gem <sup>1</sup>	Brouillet	37	11	10	2	23	0.30	0.27	0.05	0.62
Rebecca Ridge	Edgerton	73	49	20	18	87	0.67	0.27	0.25	1.19
Ridge at Glacier Creek Ph 2 <sup>1</sup>	Zeiger	13	4	3	5	12	0.31	0.23	0.38	0.92
South Ridge (SilverCreek Ph 18)	Carson	155	71	21	23	115	0.46	0.14	0.15	0.74
Southwood Estates I & II <sup>1</sup>	Edgerton	280	158	69	60	287	0.56	0.25	0.21	1.03
Valley Haven <sup>1</sup>	Northwood	62	13	4	6	23	0.21	0.06	0.10	0.37
Villages at South Hill PH.1 <sup>1</sup>	Sunrise	115	25	6	7	38	0.22	0.05	0.06	0.33
<b>Totals</b>		<b>1865</b>	<b>799</b>	<b>329</b>	<b>280</b>	<b>1408</b>	<b>0.428</b>	<b>0.176</b>	<b>0.150</b>	<b>0.755</b>

<sup>1</sup> = residential development is partially built-out  
SGR-Student Generation Rate = Students per Residence

Puyallup School District - Student Generation Rates  
Table 9 - Apartments/Multifamily

Description	Unit Type	Address	Avg Bdrm per unit	# of Units	# of # of K-6	# of # of JH	# of # of HS	Total Students	K-6 SGR	JH SGR	HS SGR	Total SGR
Addison Greens	Apartment	1715 East Main	1.7	225	9	4	4	17	0.04	0.02	0.02	0.08
Alicia Meadows	Townhome	10300-10500 140th St Ct	3.0	91	29	13	7	49	0.32	0.14	0.08	0.54
Ballou Estates	Townhome	13600-13800 97th Ave Ct E		45	12	7	5	24	0.27	0.16	0.11	0.53
Blueberry Circle	Townhome	822 10th St SE	3.0	14	3	2	1	6	0.21	0.14	0.07	0.43
Linden Lane <sup>1</sup>	Apartment	2505 E Main	2.0	174	9	2	1	12	0.05	0.01	0.01	0.07
Orion Townhomes (E. Main)	Apartment	2309 E Main	3.0	76	18	5	8	31	0.24	0.07	0.11	0.41
River Trail	Apartment	1617 East Main	1.7	225	14	6	7	27	0.06	0.03	0.03	0.12
Riverside Park Ph. III	Apartment	2905 5th Ave NE	2.2	75	14	2	1	17	0.19	0.03	0.01	0.23
Sierra Crest	Condo	12415 172nd St E	2.4	100	8	9	11	28	0.08	0.09	0.11	0.28
Sierra Sun	Apartment	12415 172nd St E	2.2	149	25	16	19	60	0.17	0.11	0.13	0.40
Sterling Ridge (Silver Creek)	Townhome	9900 187th St E	3.4	126	58	20	21	99	0.46	0.16	0.17	0.79
Tarmigan	Apartment	3350 70th Ave E	2.0	152	17	4	4	25	0.11	0.03	0.03	0.16
The Heights	Apartment	102 23rd Ave SE	1.7	106	12	5	4	21	0.11	0.05	0.04	0.20
Trio Condos	Condo	13200-13600 97th Ave E	1.8	216	13	7	7	27	0.06	0.03	0.03	0.13
Waterford Crossing	Condo	10100-10200 186th St E		144	20	13	3	36	0.14	0.09	0.02	0.25
Wisteria Condominiums	Townhome	6500 127th St Ct E	2.3	32	5	0	0	5	0.16	0.00	0.00	0.16
<b>Totals</b>				<b>1950</b>	<b>266</b>	<b>115</b>	<b>103</b>	<b>484</b>	<b>0.136</b>	<b>0.059</b>	<b>0.053</b>	<b>0.248</b>

<sup>1</sup> = No. of units represents the number of occupied units as of this report.

## **Section III ► Forecast of Future Needs**

### **Introduction**

Enrollment in the Puyallup School District has been growing steadily for over two decades until recently. The District's enrollment increased from 15,582 students in October 1991 to 20,885 students in October 2007. This trend has been interrupted with minor enrollment declines over the past four years resulting in 20,226 students in October 2012. This recent decline can primarily be contributed to the result of fewer new construction home sales together with a decline in turnover of existing housing stock within the District and throughout the region. In 2012 and the first half of 2013, however, school impact fee collections from residential new construction permits have increased significantly districtwide and may indicate a housing market recovery has already begun.

Looking over the next six-year period, K-12 student enrollment within the District is expected to increase. The birth cohorts of recent years have been larger, and forecasts suggest that they will continue to increase over time as the number of females in their childbearing years continues to increase. In addition, most forecasts for Puyallup and the region predict continued growth in the population over the next decade. A student population increase, primarily within the elementary grade level, is expected to lead to districtwide growth over the next six years and beyond.

In this section, the plan will examine (a) the District's student enrollment history over the past six (6) school years, (b) the District's 2012-2013 enrollment figures, and (c) most importantly, the District's enrollment projections through the 2017-2018 school year. 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.

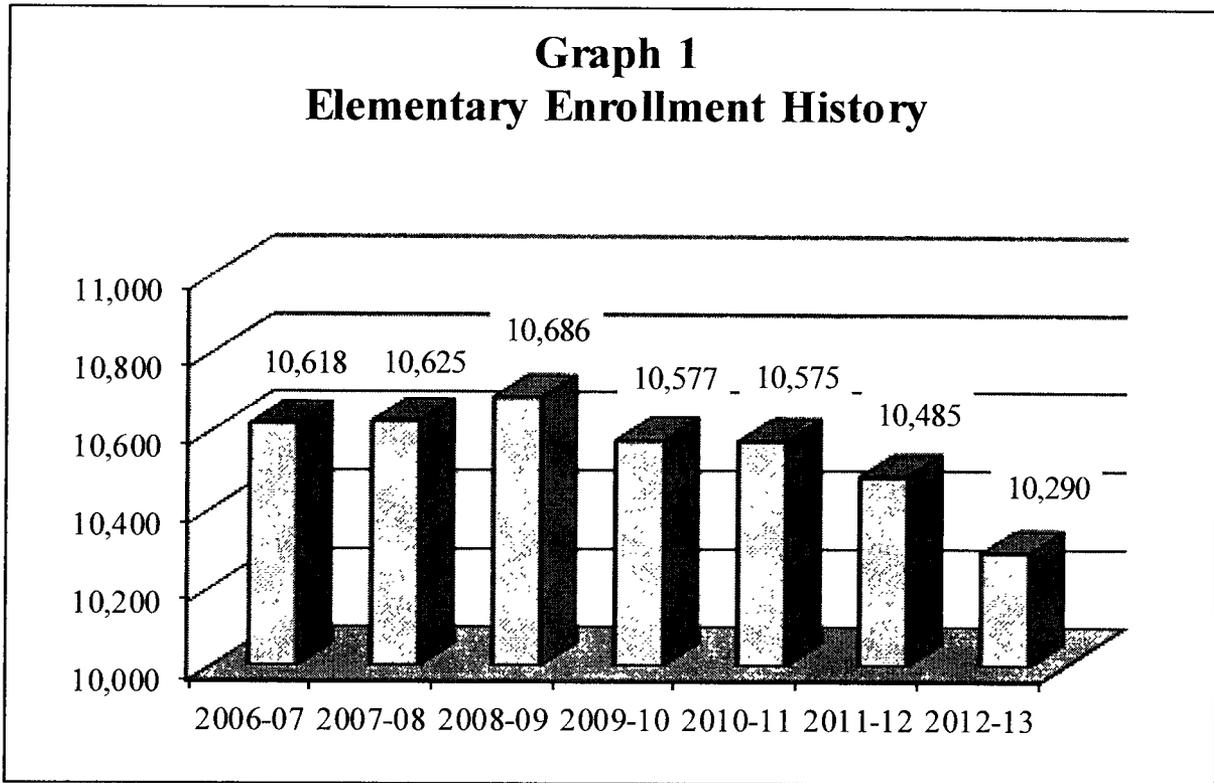
Based on the Benchmark Level of Service (LOS) capacity calculations, we'll also explore the District's need for additional space. In other words, using our ten (10) year enrollment projections, how much more square footage will need to be provided at the elementary, junior high, and senior high levels to maintain the District's current level of service standards?

## Student Enrollment Trends

### Six Year Enrollment History

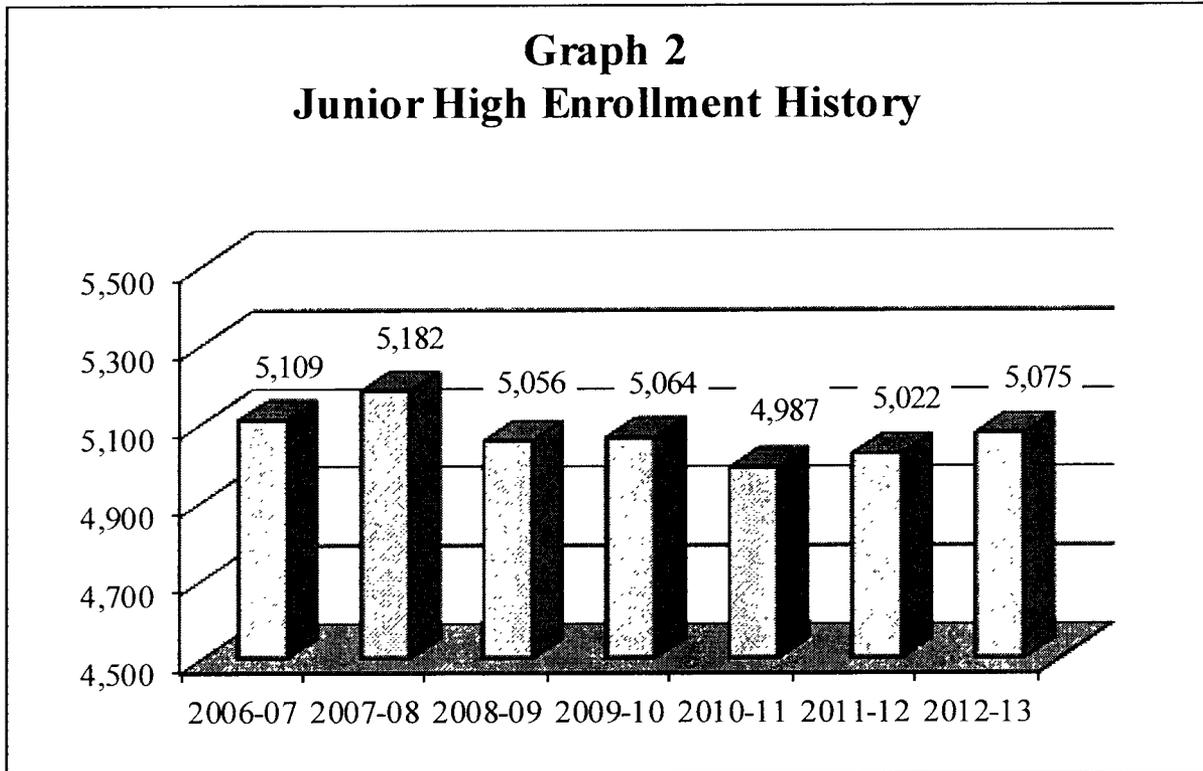
Between the 2006-2007 school year and the 2012-2013 school year, elementary school enrollment decreased from 10,618 students to 10,290 students. This loss of 328 elementary students represents a 3% decrease of the district K-6 enrollment of the past six years.

On average, the elementary school enrollment has decreased approximately 55 students each year. Graph 1 sets forth the elementary school enrollment data over the past six (6) school years.



Between the 2006-07 school year and the 2012-13 school year, junior high enrollment decreased from 5,109 students to 5,075 students. This loss of 34 junior high students represents a shy 1% decrease of the district's 7-9 enrollment over the past six years.

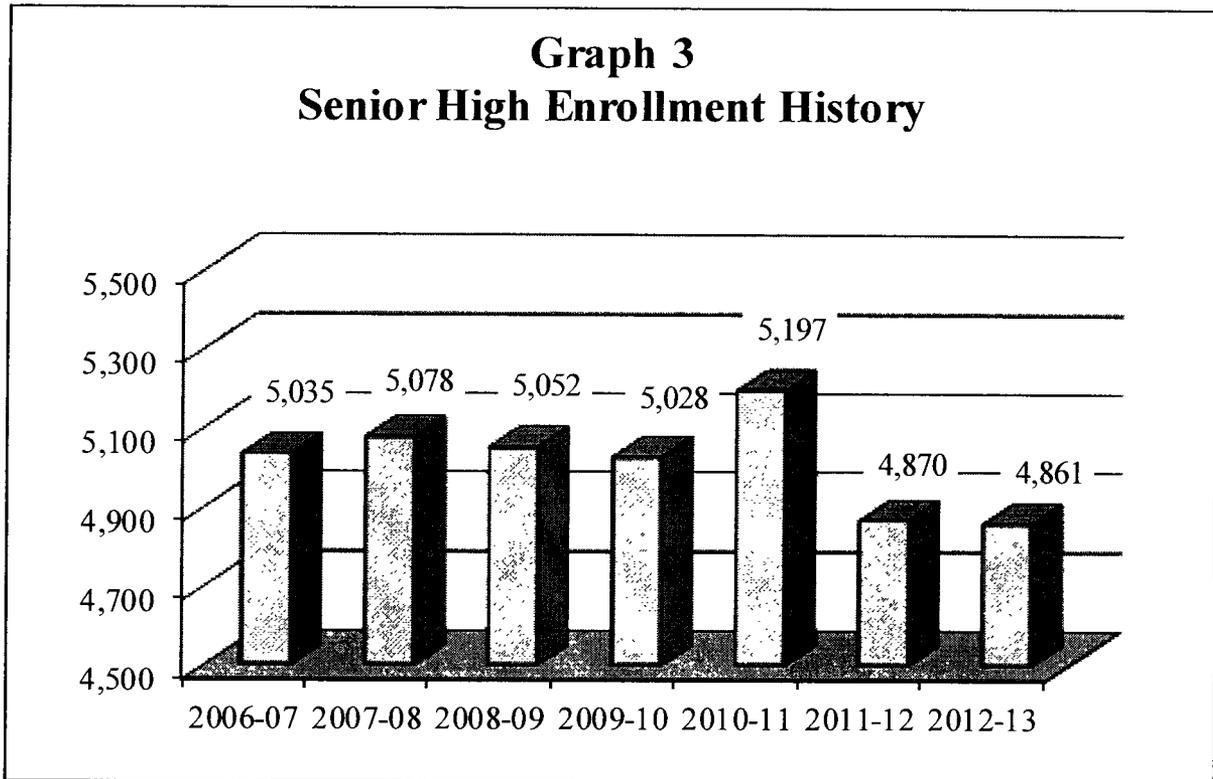
On average, the junior high school enrollment has lost approximately six students each year. Graph 2 sets forth the junior high school enrollment data over the past six (6) school years.



The senior high school enrollment has also shown a decline over the past six (6) school years. Between the 2006-2007 school year and the 2012-2013 school year the high school enrollment changed from 5,035 students to 4,861 students. This loss of 174 senior high students represents a 3.5% decrease.

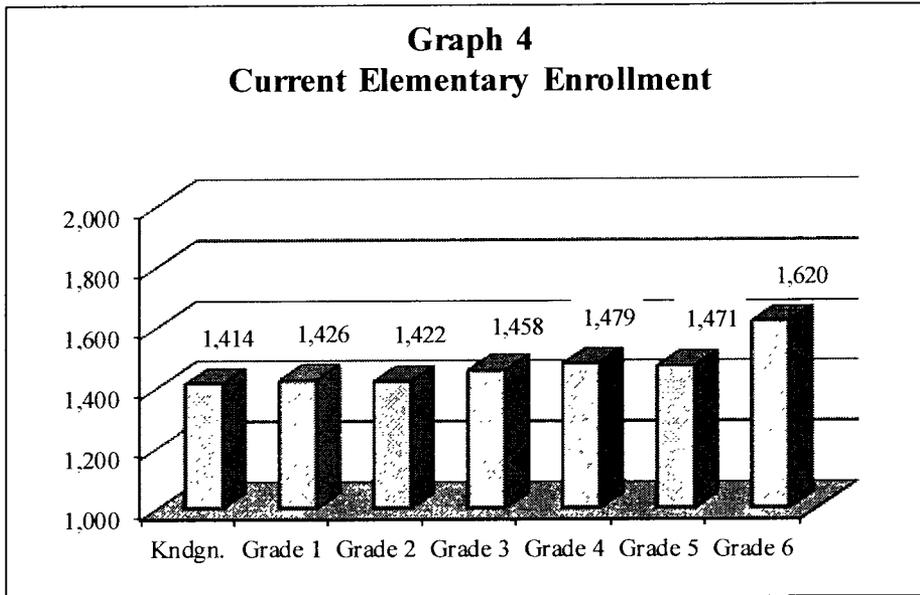
On average, the senior high school enrollment has declined approximately 29 students each year.

Graph 3 sets forth the senior high school enrollment data over the past six (6) school years.

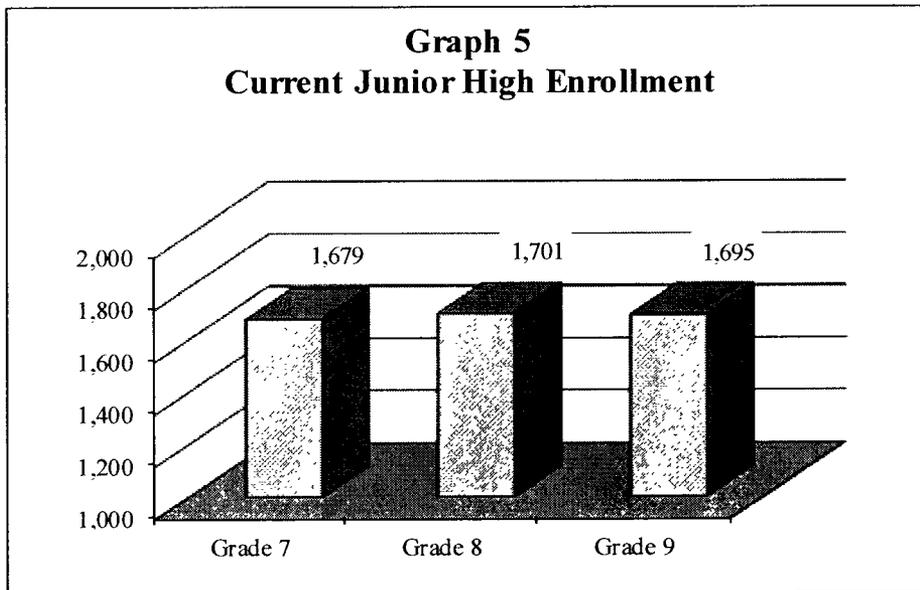


**Current Enrollment**

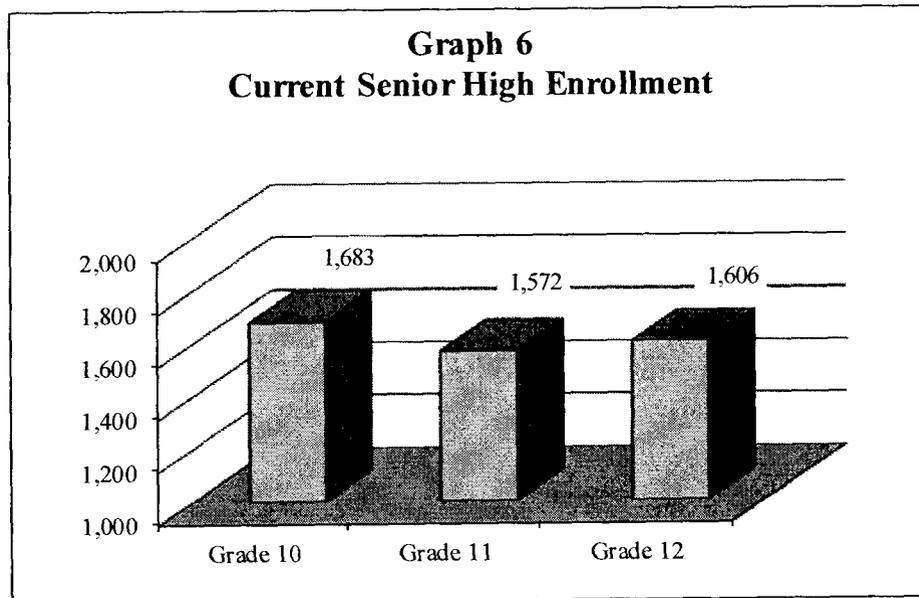
The Puyallup School District's 2012-2013 elementary enrollment totals 10,290 students. The largest grade level continues to be sixth grade, while the lowest enrollment continues within Kindergarten. The average enrollment of the seven elementary grades (K-6) is 1,470 per grade. Graph 4 sets forth the 2012-2013 elementary school enrollment data.



The District's 2012-2013 junior high school enrollment totals 5,075 students. The largest grade level is found in eighth grade with 1,701 students. The average enrollment of the three junior high grades (7-9) is 1,692 per grade. Graph 5 sets forth the 2012-2013 junior high school enrollment data.



The District's 2012-2013 senior high school enrollment totals 4,861 students. The largest grade enrollment this year is in the tenth grade with 1,683 students. The average enrollment of the three senior high grades (10-12) is 1,620 per grade. Graph 6 sets forth the 2012-2013 senior high school enrollment data.



### **Six Year Enrollment Projection**

The accuracy of student enrollment projections obviously diminishes year-by-year from the time the projections are first made. Therefore, some degree of care needs to be taken in interpreting any enrollment forecasting data.

There are two (2) primary factors used to project enrollments for the Puyallup School District. First, Kindergarten enrollments and the county birth statistics were correlated to be able to project Kindergarten enrollments into the future. Second, historical enrollment statistics from the District were employed. Specifically, the most current year's enrollments were studied, along with the enrollment progression from grade-to-grade for the last five (5) school years. Therefore, the enrollment projections through the 2018-2019 school year are computerized calculations, which estimate each successive year's enrollment by incorporating prior year's data, projected Kindergarten enrollment and cohort survival factors.

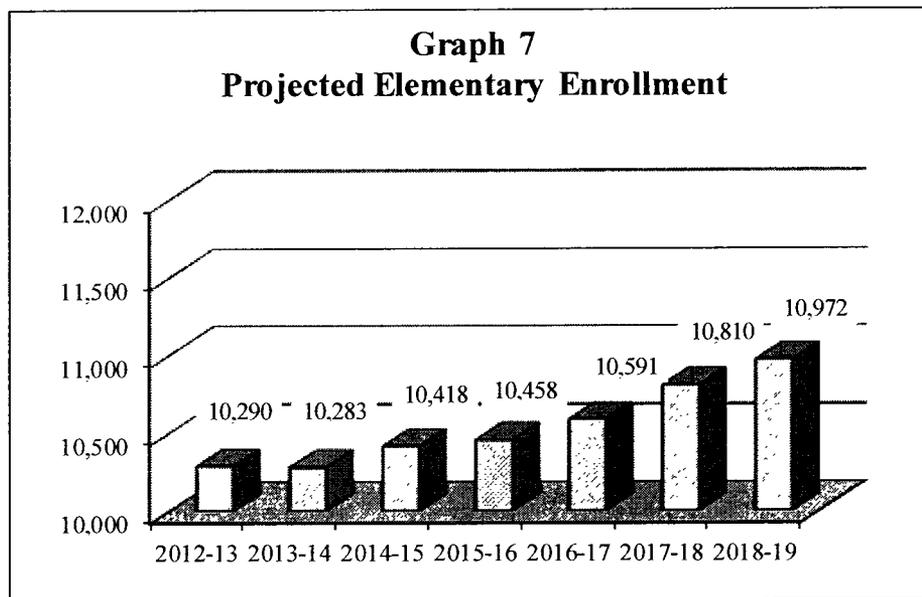
To best preserve the accuracy of the enrollment projections, each of the primary factors need to be checked annually to determine if any significant changes have occurred to the demographic profile of the District. As a result, the enrollment projections set forth in this Capital Facilities Plan have been updated using the district's October 2012 enrollment data.

The Puyallup School District, through its Educational Support departments, maintain student enrollment data, both in terms of the number of individual students (head count) and the number of Full-Time Equivalent students (FTE). However, their student enrollment projections are always done in terms of Full-Time Equivalent students (FTE) because that is the basis by which the State drives revenues to the District.

Even though the District's enrollment projections are based on Full-Time Equivalent students, for the purposes of this document they will be reported as the number of individual students, as was used in presenting the Six-Year Enrollment History data.

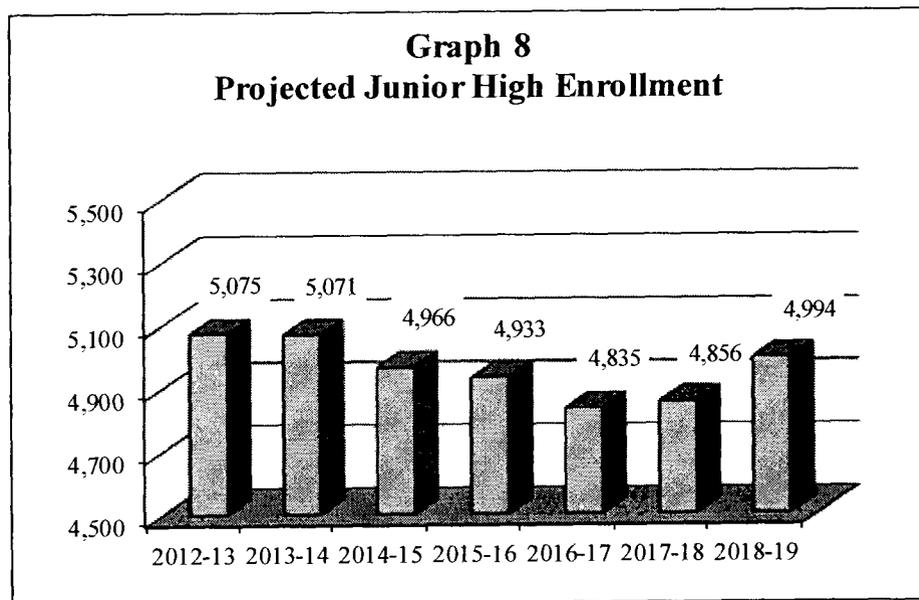
Over the next six (6) school year period the District's elementary school enrollment is expected to increase from the current enrollment of 10,290 students to 10,972 students in the 2018-2019 school year. The projected increase of 682 elementary students represents an 6.6% increase.

On average, the elementary school enrollment is expected to increase approximately 114 elementary students each year through the 2018-2019 school year. Graph 7 sets forth the projected elementary school enrollment data over the next six (6) school years.



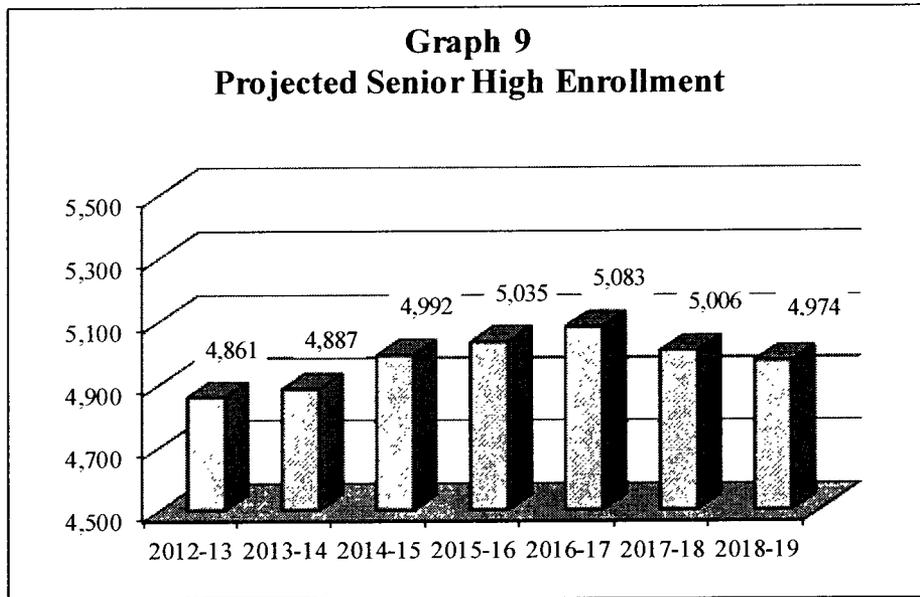
Over the next six (6) school years, the District's junior high school enrollment is projected to decrease from the current enrollment of 5,075 students to 4,994 students in the 2018-2019 school year. The projected decline of 81 junior high students represents a 1.6% decrease.

On average, the junior high school enrollment is expected to lose 13.5 junior high students each year through the 2018-2019 school year. Graph 8 sets forth the projected junior high school enrollment data over the next six (6) school years.



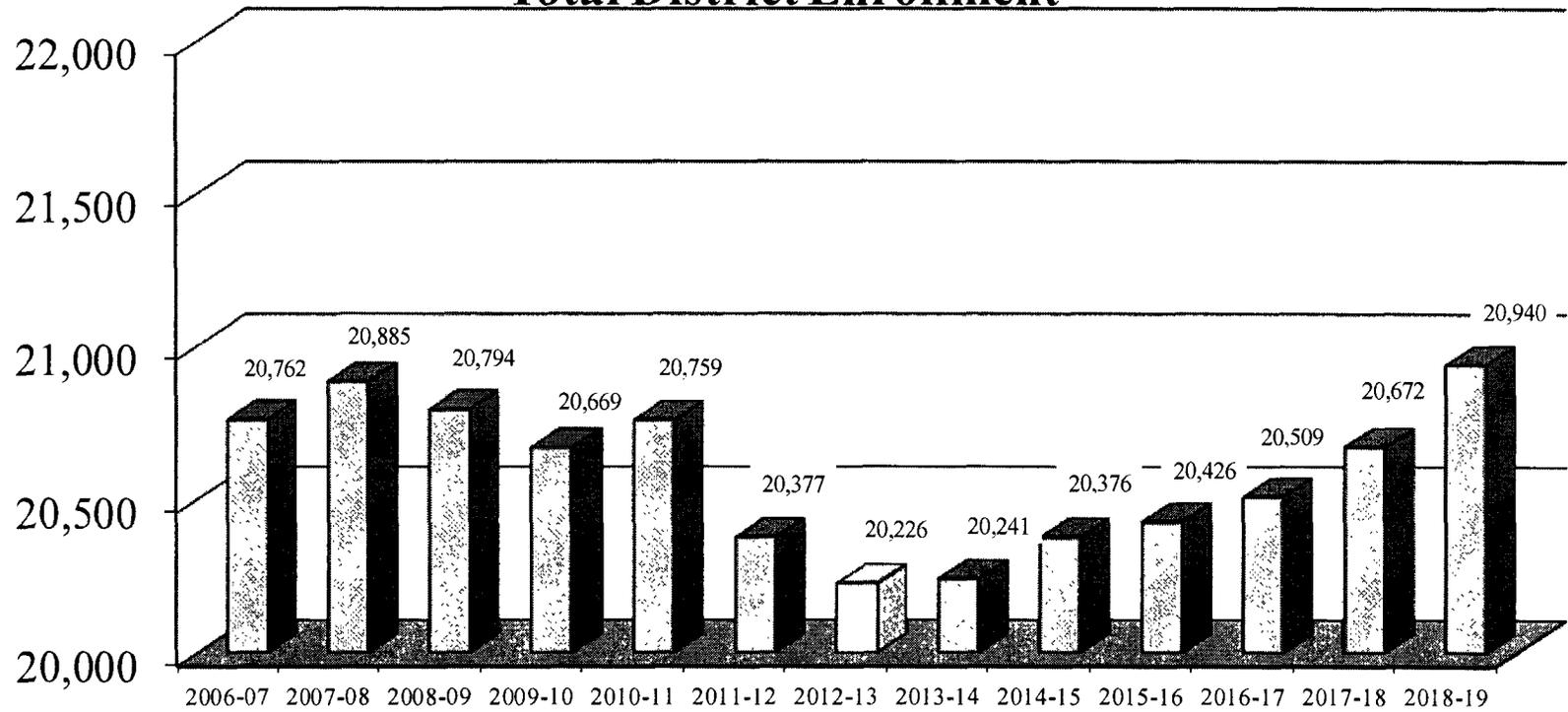
Over the next six (6) school years, the District's senior high school enrollment is expected to grow from 4,861 students to 4,974 students in the 2018-2019 school year. The projected increase of 113 senior high students represents a 2.3% gain.

On average, the senior high school enrollment is expected to increase approximately 19 students each year through the 2018-2019 school year. Graph 9 sets forth the projected senior high school enrollment data over the next six (6) school years.



Graph 10 sets forth the District's total enrollment data from the 2006-2007 school year to the 2018-2019 school year. Districtwide enrollment is projected to increase from 20,226 K-12 students in the 2012-2013 school year to 20,940 K-12 students in the 2018-2019 school year. This represents a projected increase of 714 students districtwide and a 3.5% increase over the coming six-year period.

**Graph 10**  
**Total District Enrollment**



## Future Capital Facility Needs

### School Space Needs

In the paragraphs to follow, we'll explore how the District's projected student enrollments over the next six (6) school 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 Benchmark Level of Service (LOS) capacity calculations for each grade configuration (i.e., elementary, junior high, senior high), what space surplus or deficit is the District expecting to experience over the next six (6) school years, based on our enrollment projections over that same period of time. The District's Benchmark LOS capacity for the Elementary Level is 94 square feet per student, the Junior High Level is 123 square feet per student and the Senior High Level is 134 square feet per student.

**Elementary Level.** The District's future school space needs for the Elementary Level are shown in Table 10. The elementary enrollment projections show growth through the 2018-2019 school year and beyond. Based on the Benchmark LOS capacity calculations for elementary students, as shown in Table 5, the District presently has permanent capacity for 9,972 elementary students.

Over the next six (6) school years, the District's projected elementary school enrollment capacity begins with 311 students over capacity in the 2013-2014 school year and increases steadily to 1,000 students over capacity in the 2018-2019 school year. Concurrently, the District will be under built at the Elementary Level by 29,252 square feet in the 2013-2014 school year with an increased gap of 94,018 square feet in the 2018-2019 school year.

<b>Table 10</b>				
<b>Future School Space Needs Elementary Level</b>				
<b>School Year</b>	<b>Future Enrollment Projections (# of students)</b>	<b>Benchmark LOS Capacity (# of students)</b>	<b>Projected Capacity (# of students)</b>	<b>Project Space Surplus/Deficit (square feet)</b>
2013/2014	10,283	9,972	+ 311	+ 29,252
2014/2015	10,418	9,972	+ 446	+ 41,942
2015/2016	10,458	9,972	+ 486	+ 45,702
2016/2017	10,591	9,972	+ 619	+ 58,204
2017/2018	10,810	9,972	+ 838	+ 78,790
2018/2019	10,972	9,972	+ 1,000	+ 94,018
2019/2020	11,071	9,972	+ 1,099	+ 103,324
2020/2021	11,127	9,972	+ 1,155	+ 108,588
2021/2022	11,244	9,972	+ 1,272	+ 119,586
2022/2023	11,490	9,972	+ 1,518	+ 142,710

Postive numbers in the Projected Capacity column indicate projected students over capacity. Postive numbers in the Project Space Surplus/Deficit column indicate a projected deficit.

*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 all-day kindergarten throughout the state by 2018.

This decision will have a significant impact on the capacity of the District's elementary school buildings. With the exception of a few Developmental Kindergarten classes for special needs students, the District does not offer full-day kindergarten at this time. Kindergarten students attend school for half-day, either in a morning or afternoon class. To transition to full-day kindergarten for each student, the District will need to nearly double the kindergarten classroom space from what is currently provided.

The District is in the process of updating its educational specifications to support this programmatic change for all new school, replacements projects, and major remodels. However, supporting this change in existing schools is more challenging. The question of capital funding to provide appropriate learning spaces for full-day kindergarten is still unanswered. At the time of this writing, it appears that the state legislature may target schools with higher percentages of free/reduced enrollment as the first to receive funding, although the legislature has yet to adopt a state budget and any forecasting is speculative.

The District will evaluate further action by the state legislature and its implications on implementation of the full-day kindergarten program. With so questions still unanswered, however, this plan will look to future updates to address this issue with more certainty.

**Junior High Level.** The District's future school space needs for the Junior High Level are shown in Table 11. The junior high enrollment projections show a decline through the 2017-2018 school year. Based on the Benchmark LOS capacity calculations for junior high students, as shown in Table 6, the District presently has permanent space capacity for 5,210 junior high students.

Over the next six (6) school years, the District's projected junior high school enrollment capacity begins with 139 students under capacity in the 2013-2014 school year and ends with 216 students under capacity in the 2018-2019 school year. Concurrently, the District will have a surplus at the Junior High Level of 17,040 square feet in the 2013-2014 school year. By the 2018-2019 school year, the building surplus at the junior high level is projected at 26,512 square feet. However, it should be noted that Table 11 does show long-term student growth at the junior high level and a districtwide deficit beginning in the 2020-2021 school year.

<b>Table 11</b>				
<b>Future School Space Needs Junior High Level</b>				
<b>School Year</b>	<b>Future Enrollment Projections (# of students)</b>	<b>Benchmark LOS Capacity (# of students)</b>	<b>Projected Capacity (# of students)</b>	<b>Project Space Surplus/Deficit (square feet)</b>
2013/2014	5,071	5,210	-139	-17,040
2014/2015	4,966	5,210	-244	-29,957
2015/2016	4,933	5,210	-277	-34,016
2016/2017	4,835	5,210	-375	-46,072
2017/2018	4,856	5,210	-354	-43,489
2018/2019	4,994	5,210	-216	-26,512
2019/2020	5,192	5,210	-18	-2,154
2020/2021	5,487	5,210	+277	+34,137
2021/2022	5,729	5,210	+519	+63,908
2022/2023	5,829	5,210	+ 619	+ 76,210

Postive numbers in the Projected Capacity column indicate projected students over capacity. Postive numbers in the Project Space Surplus/Deficit column indicate a projected deficit.

**Senior High Level.** The District's future school space needs for the high school level are shown in Table 12. The high school enrollment projections show an increase through the 2016-2017 school year. Based on the Benchmark LOS capacity calculations for senior high students, as shown in Table 7, the District presently has permanent capacity for 4,746 high school students.

Over the next six (6) school years, the District projected senior high school enrollment begins with 141 students over capacity in the 2013-2014 school year and adjusts to 228 students over capacity in the 2018-2019 school year. Concurrently, the District will be under built at the Senior High Level by 18,888 square feet in the 2013-2014 school year and is projected to be under built by 30,551 square feet by the 2018-2019 school year.

<b>Table 12</b>				
<b>Future School Space Needs</b>				
<b>Senior High Level</b>				
<b>School Year</b>	<b>Future Enrollment Projections (# of students)</b>	<b>Benchmark LOS Capacity (# of students)</b>	<b>Projected Capacity (# of students)</b>	<b>Project Space Surplus/Deficit (square feet)</b>
2013/2014	4,887	4,746	+ 141	+ 18,888
2014/2015	4,992	4,746	+ 246	+ 32,965
2015/2016	5,035	4,746	+ 289	+ 38,729
2016/2017	5,083	4,746	+ 337	+ 45,164
2017/2018	5,006	4,746	+ 260	+ 34,841
2018/2019	4,974	4,746	+ 228	+ 30,551
2019/2020	4,936	4,746	+ 190	+ 25,457
2020/2021	5,044	4,746	+ 298	+ 39,936
2021/2022	5,218	4,746	+ 472	+ 63,262
2022/2023	5,432	4,746	+ 686	+ 91,951

Postive numbers in the Projected Capacity column indicate projected students over capacity. Postive numbers in the Project Space Surplus/Deficit column indicate a projected deficit.

## Support Space Needs

**Support Services Consolidation.** At the present time, the District's support services are fragmented in numerous locations throughout the District. Long range plans envision a consolidation of most, if not all, support services to a central location relative to the District boundaries. A possible consolidation site is the district-owned property at 1501 – 39<sup>th</sup> Ave SW in Puyallup, also known as the South Hill Support Center, where several support services such as the Central Kitchen, ITC, Warehouse, Science Resource Center, Student Records, and a portion of the transportation department are currently housed. Depending on the number of other support services identified to be relocated to this site in the future, (i.e., ESC/109, Special Services, Print Shop, Maintenance and Operations, downtown Transportation) additional property contingent to the South Hill Support Center site may be acquired.

A central consolidation of support services would undoubtedly provide a more cohesive and efficient support environment for all District schools. New/remodeled facilities would also enable the District to replace aging support facilities that, in many cases, were not designed to house its current use and struggle at times to meet the current needs of the District.

While the needs to consolidate exist today, it is recognized that such a consolidation will likely happen in a phased approach, stretching potentially over a decade or more to complete. Thus, it is important to ensure that existing support facilities are serviceable over the next six years identified in this plan and beyond.

**Transportation.** As of the 2012-13 school year, the District has a fleet of 119 large school buses and 69 special need buses. Combined, the District maintains a bus fleet of 188 buses total. In 2007, a second transportation facility was improved with a paved parking lot at the South Hill Support Center location at 1501 39<sup>th</sup> Ave SW in Puyallup. The SHSC site was designed to hold up to 82 large buses, with the potential to expand in the future. The remaining bus inventory is kept at the downtown site at 323 12<sup>th</sup> St NW in Puyallup. While each site has transportation offices, including a bus driver break room, the downtown location houses the sole transportation mechanic shop, bus wash facility, and training space used by the Driver Trainer.

Even with the relief provided from the SHSC transportation site, bus and staff parking at the downtown site remains to be at a premium. The lack of parking is the result of limited site acreage upon which the downtown transportation center is located, combined with the reality that this site houses the only bus shop facility. This requires all district-owned vehicles, including buses parked at the warehouse site, to be stationed at the downtown transportation yard for a period of time. The lack of onsite staff parking has also resulted in many staff vehicles parking offsite along the adjacent street right-of-way, which does impact the surrounding residential community.

Outside of a major reduction in transportation operations, the insufficiencies at the downtown transportation site may persist in absence of site expansion/improvements until a consolidation at the site may be accomplished. To mitigate these conditions, the District purchased in 2010 approximately a half-acre residential property adjacent to current district property at 319 12<sup>th</sup> St NW. As part of the City of Puyallup's 2011 Comprehensive Plan amendment process, the property was effectively rezoned from Residential to Public Facilities. During the summer of 2013, this site will be developed and will provide additional onsite parking capacity and a second driveway access to the bus yard from 12<sup>th</sup> St NW.

**Warehouse Space.** The central warehouse is located at the District's South Hill Support Center and was originally constructed in 1987. In 2007, the site welcomed the new Information Technology Center (ITC) building along with the South Hill Transportation bus yard improvements. However, there has been no

recent expansion or improvements to the warehouse storage capacity for the past 25 years. The District relies heavily on the Firwood warehouse site located in the City of Fife in addition to the central warehouse facility to meet current warehouse needs. Long range plans include an expansion/consolidation of warehouse space at the South Hill Support Center to replace storage space now at Firwood and expand space for increased District needs.

Although the current plans for the Hwy 167 extension corridor no longer call for the acquisition of the District's Firwood site, consolidating the warehouse space into one, central location would increase efficiency, saving maintenance, transportation and security costs associated with the Firwood warehouse site. Funding for the central warehouse expansion could potentially be partially funded by the proceeds received from the surplus and sale of the Firwood property.

In 2012, the student records trailer building was relocated onsite to be next to the ITC facility to improve efficiency and oversight of student records. However, the warehouse expansion plans include space for the science resource center, print shop, curriculum center, and student records.

**Central Office Functions.** While many central office functions were consolidated at the Educational Service Center (ESC) in 1998, a number of other central services remain at remote sites. As the District has grown in size and with the advent of the full implementation of Washington State educational reform, the need for staff in-service and training has grown significantly. There exists a great need for conference and training facilities in the District. A 12,000 square foot training facility is included within long-range plans to consolidate the central administrative office onto the South Hill Support Center site. Funding for the central administrative office could potentially be partially funded by the proceeds received from the surplus and sale of the ESC, 109, and Special Services buildings.

**Print Shop.** Presently, the District's Print Shop is located in leased facilities located at 211 10th Street Southeast, Puyallup. Annual lease costs total approximately \$20,000. See the "Warehouse Space" section above for long range consolidation plans, which includes the print shop.

**Sparks Stadium.** Sparks Stadium is located in downtown Puyallup at 601 7<sup>th</sup> Ave SW and serves the District as the primary venue for many of the outdoor athletic practice and game events for schools throughout the District, including the three comprehensive high schools. A significant renovation to Sparks Stadium was completed over the summer of 2008 with the replacement of the track and field turf surfaces. The renovation also included the replacement of the sound system and scoreboard. Although the track and field improvements in 2012 at Emerald Ridge High School provide a second lighted athletic facility with field turf, high attendance events such as varsity football will remain at Sparks Stadium for the foreseeable future.

The conditional use permit issued by the City of Puyallup for the major remodel of Sparks Stadium in 1998, requires the District to provide additional parking above what exists currently onsite. To meet the additional parking requirement, the District has entered into and maintained a parking agreement with the Washington State Fair over the years that provides for overflow parking capacity at the Red Parking Lot, just south of the stadium, to augment the 158 onsite parking spaces within the Sparks Stadium property.

The possibility of future expansion of the Sparks Stadium facility, with its dual primary functions of serving as support for Puyallup High School physical education along with its role as the primary high school sports venue, will be further researched by District staff over the next year. Specifically, the District will further investigate the feasibility of acquiring additional property along 7th St SW/7th Ave SW next to Sparks Stadium to provide the area needed to develop practice field space in support of Puyallup High School athletics.

### **Property Needs.**

The largest percentage of growth continues in the southern portion of the district, which includes the Sunrise Master Plan area with an estimated 2000 additional housing units yet to be built. District enrollment projections show student growth is expected through the 2025-2026 school year. In 2025, the District's K-12 enrollment is projected to be 24,148. This represents a total increase of 4,477 students over the next 13 year period.

**Elementary Level.** The District presently owns a 20+ acre site for Elementary #24, northeast of the Emerald Ridge High School campus in the Sunrise development. In 2006, the District also acquired a shy 17-acre property for Elementary #25 near the 80<sup>th</sup> block along 144<sup>th</sup> Street East in the southwest area of the District. The past unsuccessful capital bond programs in 2007, 2009, and in February 2013 included the construction of a 750-student elementary building at this site. These two elementary sites are each located in the South Hill area of the District, which is where most of the District's growth is anticipated.

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. There are private properties adjacent to the school site located south and west of the school which provide opportunities to expand the site in the future. The District will continue its standing policy of purchasing surrounding residential property when made available around Stewart Elementary until the whole city block is part of the school campus.

**Junior High Level.** The District opened Junior High #7 (Glacier View Junior High) in South Hill in the Sunrise development at the beginning of the 2008-2009 school year. Currently, the junior high level is the only grade level program that has enough building capacity to meet projected enrollment through the 2017-2018 school year (see Table 11). However, an increase in enrollment at the junior high level of nearly 1100 students is projected by the 2025-26 school year. This projected growth at the junior high level will most likely require additional facilities, including a site for a possible Junior High #8. District staff has identified a site on South Hill, east of Meridian (a high-growth area of the District), of 20+ acres as a possible future secondary site. District staff will continue to work with the property owners over the next year and update the board on the property availability and terms.

In the north region of the District, the Edgemont Junior High campus incorporated the adjacent 9-acre site as part of its campus upon the closure of Hilltop Elementary and classroom building demolition. This site consolidation into the Edgemont Junior High campus will provide enough on-site area to relocate the current track and field facility north of 24<sup>th</sup> Street East. The relocation will improve site security and student safety by eliminating the need for students to cross 24<sup>th</sup> Street East. The closer location will also add minutes each day to the instructional time for physical education. Once the new Edgemont track and field has been relocated, the District could potentially surplus the 5-acre parcel on the south side of 24<sup>th</sup> Street East. If surplus, the remaining Edgemont site would remain at approximately 20 acres meeting the district site specifications for junior high schools.

### **High School Level.**

Although all land acquisition has been completed as identified by the District's Puyallup High School Master Plan, Puyallup High School remains undersized when compared to the area needed as identified by the District's high school education specifications for a comprehensive high school facility. In order to provide sufficient space needed to locate the facilities pertinent to a comprehensive high school, including athletic field space, additional land acquisition is planned for PHS. Property expansion in the vicinity of the student parking lot as well as property west of the

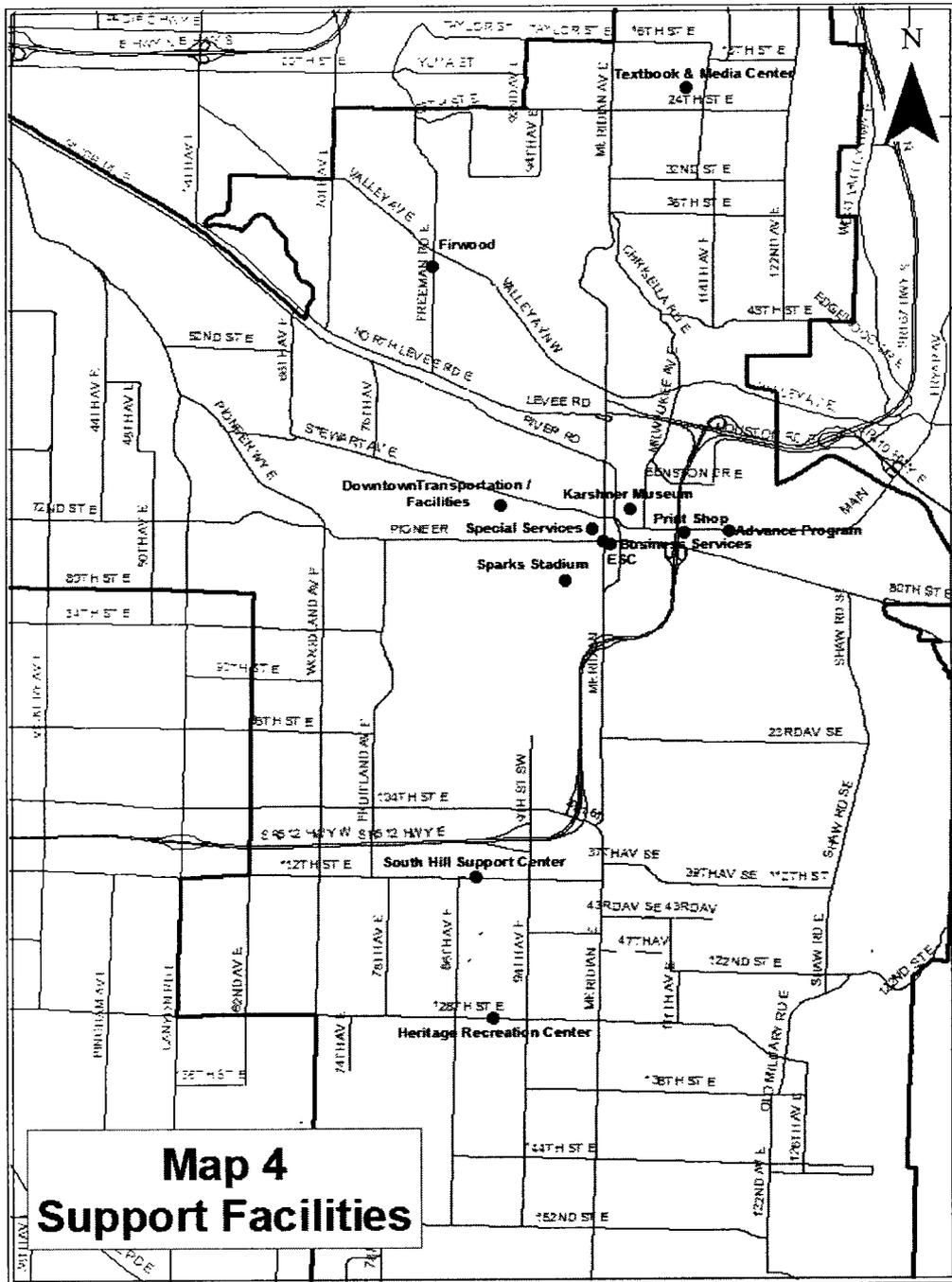
Sparks Stadium is of high interest to the District to meet the high schools long-range needs.

The need for a forth comprehensive high school facility (Walker HS being an alternative high school program) has also been identified as a long-term need for the District. Although student enrollment projections over the next six years don't support the need for an additional high school site, it is critical to consider the expected growth over the next 10 to 20 years when evaluating property acquisitions, particularly an acquisition as large as 40 acres within the urban growth boundary. It is the District's intent to identify and purchase the needed land for another high school facility within the next six year period.

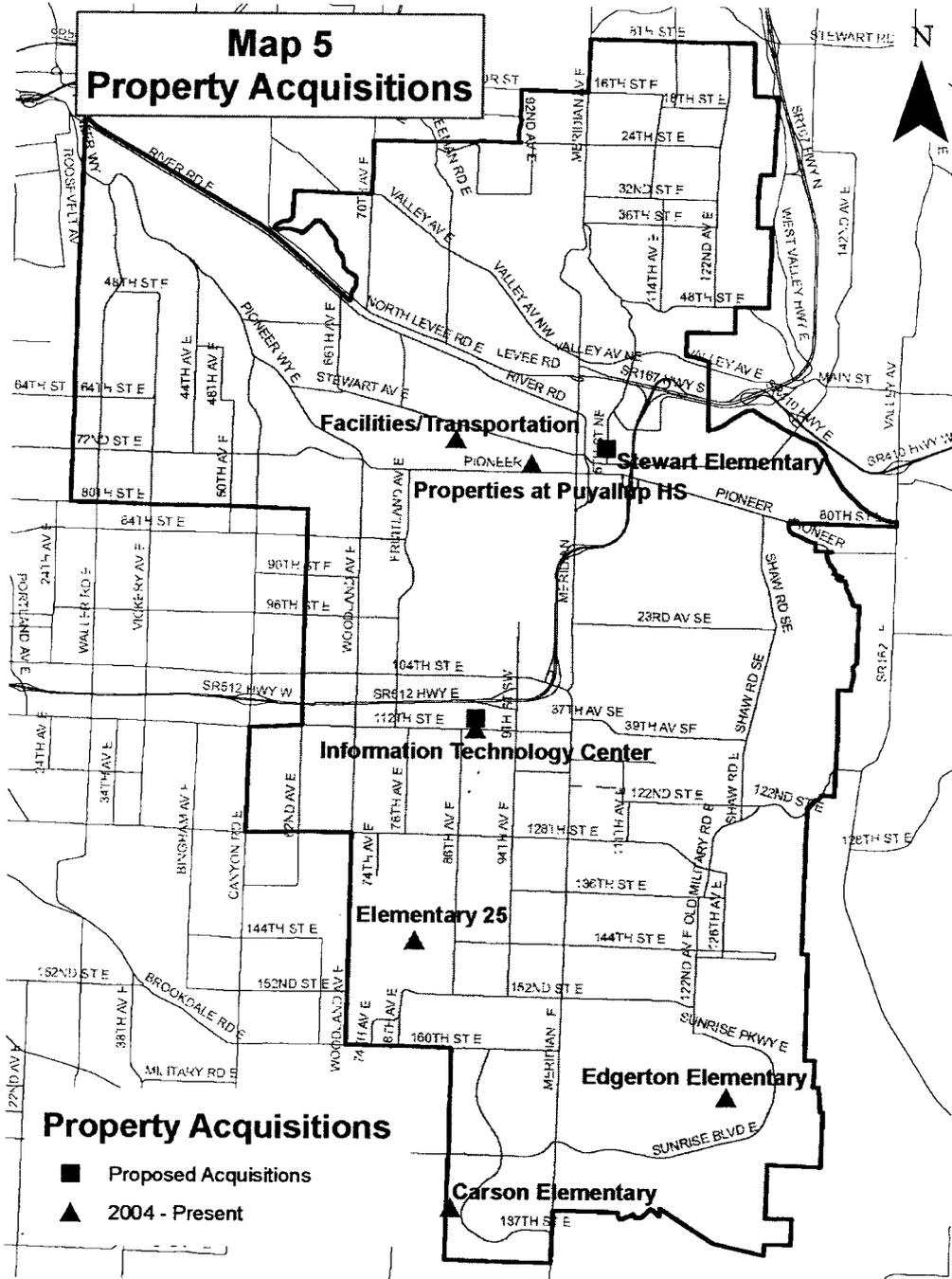
The District will also continue to pursue its partnership with Washington State University Puyallup Research and Extension Center. The District has within its boundaries one of the most prolific and important areas of environmental focus; the Clark's Creek Watershed. This unique and natural environmental experience has been the scene of past learning experiences for Puyallup students. However, a need for a sustained and system-wide method to deliver effective Science, Technology, Engineering and Mathematics (STEM) activities to a wider K-12 audience exists and is the focus of state and national STEM efforts.

Currently, STEM courses exist at each of the high school sites. The District is currently working together with WSU Puyallup administration on an agreement that would provide the framework to allow a District double portable classroom building that would house high school STEM courses within the WSU Puyallup campus beginning in 2013-14.

**Support Services.** As explained in the preceding Support Space Needs section, a consolidation of support services in the District is planned at the South Hill Support Center site. 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.



**Map 4  
Support Facilities**



Note: Future secondary school site is not included on Map 5, but is described in the preceding section.

## **Section IV ► Capital Improvement Plan**

### **Introduction**

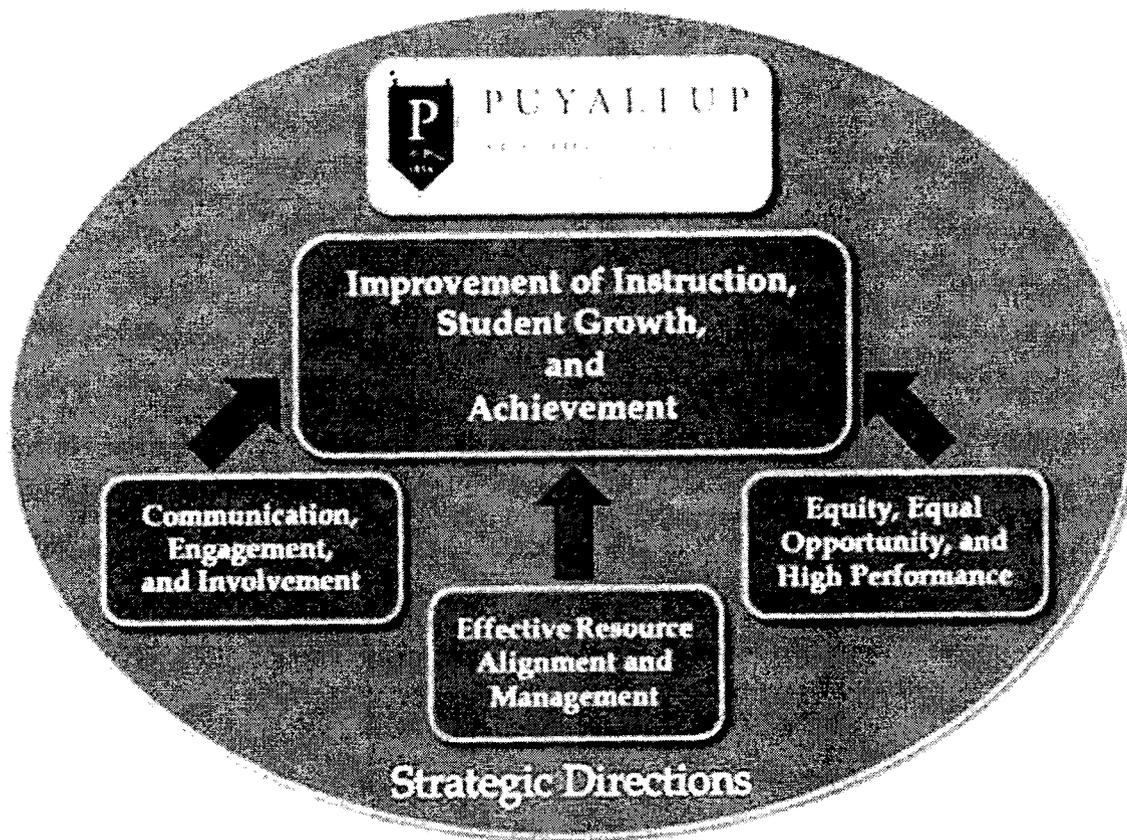
The Puyallup School District has been constructing three (3) types of new school facilities. The elementary schools are built to house students in Kindergarten through Grade 6. The junior high schools are built to house students in Grade 7 through Grade 9 and senior high schools are built to house students in Grade 10 through Grade 12. “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 District-wide 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, the District will set forth a six year plan for the new construction, replacement construction and modernization of school facilities and support facilities. In other words, this report will examine over the next six-year period what new school and support 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.

It is important to note that existing funds are not adequate to provide space for anticipated growth. Collection of impact fees, any state matching funds and any funding sources other than additional bond funds will not provide the level of funding that meet the level of service established by the District. This plan is predicated on the passage of a future bond package.

### **The Puyallup School District’s Strategic Directions**

The Strategic Directions 2011-2020 were approved by the Puyallup School Board on September 12, 2011. Strategic Direction #2 states: “We will support equity and equal opportunity, and high performance for staff and students.” Goal 4.1 further states: “Provide students a safe and appropriate physical learning environment...”. This plan supports the vision of these strategic directions, summarized in the picture below.



### **The Citizens Facilities Advisory Committee**

The Citizens Facilities Advisory Committee (the "CFAC") was commissioned by the Puyallup School Board of Directors at the May 9, 2011 school board meeting. The 2011 committee consisted of twenty-four advisory members including citizen representatives from schools throughout the district and facilitated by the Chief Operations Officer and supporting to accomplish the following:

#### ***Purpose:***

To identify the most pressing Capital Construction, Property Management, and Technology needs of the Puyallup School District with a twelve-year outlook beginning in year 2012.

#### ***Tasks:***

1. Based on projected student enrollment growth, to identify and recommend what new school and support facilities will need to be constructed in the Puyallup School District.
2. Based on Condition and Suitability data, to identify and recommend what school and support facilities will need to be modernized and/or replaced in the Puyallup School District.
3. Based on projected student enrollment growth and current inventory data, to identify and recommend what properties will need to be surplus or purchased in the Puyallup School District.

A final CFAC report was presented to the board at a study session meeting on January 12, 2012. The report's comprehensive evaluation and prioritization of capital needs serves as a valuable resource in developing capital bond and levy proposals.

### **The Bond Advisory Committee**

The BAC was last commissioned on March 26, 2012 to submit a recommendation to the Superintendent regarding a bond scope and attendant financing plan for capital facilities and technology along with a recommendation for the timing of a possible bond election date. Its work culminated, after a series of 12 public forums held at various school buildings throughout the district, with the school board approval of Resolution #148 2011-12 on August 27, 2012. This board action called for a special election on February 12, 2013 to seek voter approval of the District's proposed capital improvement program through a bond principal amount of \$279,600,000.

### **2013 Capital Bond Proposal**

On February 12, 2013, a special election was held to consider the Puyallup School District's proposed \$279,600,000 bond program of capital improvements. While the majority of votes counted were in support the District's bond proposal, the 55.5% approval rate did not meet the statutory 60% supermajority "yes" vote required to pass a bond.

### **2014 Capital Levy and Future Bond Proposal**

With the last school bond approved by voters in 2004, a minimum of 10 years will now pass since the last successful capital bond or levy election. This period marks the longest stretch of time between successful capital bond/levy elections in the District's past 30 year history. Consequently, the District is currently planning to address future capital facilities needs in a two-step approach.

#### **2014 Capital Levy**

In order to address the most critical capital facility needs the District plans at this time to run a Capital levy in early 2014. While the District is still in the evaluation and selection process at the time of this report, the 2014 Capital levy package will likely be smaller in terms of scope and financial commitment when compared to the recent February bond proposal.

The 2014 Capital levy will focus on preserving the public's investment in its existing school facilities. Roof replacements, as an example, are capital projects that are needed to protect other components within a building. Each of the past four unsuccessful bond elections over the past 7 years has included "preventative maintenance" projects. The continual deferral of such projects will ultimately jeopardize student safety and cost taxpayers much more down the road.

Future updates of the District's capital facilities plan will include a detailed list of projects with cost information related to the proposed capital levy, post school board adoption of such a package. At the time of this writing, however, it is premature to include specific projects/facilities addressed by the levy. Thus, no information is provided in the remaining portion of this section. Considering the focus of the 2014 Capital levy to maintain existing facilities, growth-related projects will be included in a future bond proposal.

#### **Future Bond Proposal**

The second planned action to address a growing list of capital improvements within the District is to propose a bond election in the 2015-16 school year. The future bond proposal will be more comprehensive than the scope of projects to be included in the 2014 Capital levy proposal and include capital improvements needed to address student growth.

While a future capital bond project package and election date will not be finalized until a resolution

is passed by the school board, this plan carries forward the list of projects most recently adopted by the school board and included in the February 2013 election proposition. For purposes of this planning document, the schedule of capital improvements assumes an early 2016 special election date.

### Future Capital Bond Program

Project Description	Year of Completion
Emerald Ridge High School Master Plan Phase I: build 400 student classroom addition	2018
Rogers High School Phase I: classroom wing additions & new gym	2019
Firgrove Elementary: replacement	2018
Northwood Elementary Remediation Project	2017
Waller Road Elementary Remediation Project	2017
Spinning Elementary Remediation Project	2017
New Elementary School (Southwest Area): build new school	2020
Sunrise Elementary School: replace	2019
Pope Elementary Remodel and Expansion	2020
Note: Excludes technology and field upgrade projects from the Feb. 2013 bond proposal	

## New Construction

### A Six-Year Plan.

In the paragraphs to follow, the District's six-year plan for new school construction will be presented.

### School Facilities.

The Puyallup School District is planning to add permanent school space over the next six (6) school years. While portable square footage is included in this section, it is important to note the need to place or remove portable classrooms is evaluated annually based upon school-level enrollment fluctuations. This plan can not anticipate, with a high degree of certainty, what portable moves will be needed when looking more than a year out.

**Elementary Level.** Presently, the District is providing 937,350 square feet of permanent school space and 91,350 square feet of portable classroom space at 21 separate elementary school locations to support the instruction of 10,289 elementary students (see Table 5). The Benchmark level of service calculation for elementary school students in the Puyallup School District is 94 square feet per student. Once these projects are completed, the District will have added 51,342 square feet to the elementary level, increasing its capacity by 546 students.

This does not include the Pope Elementary remodel and the New Elementary school project, which are scheduled for construction during the next six-year period but expected to open in the year 2020. Together, these two projects will provide an additional 107,038 square feet of permanent space, or an increase of capacity of another 1,139 students.

<b>School Year</b>	<b>Existing Permanent Square Footage</b>	<b>New Permanent Square Footage</b>	<b>Total Permanent Square Footage</b>	<b>School</b>
2013/2014	937,350	0	937,350	
2014/2015	937,350	0	937,350	
2015/2016	937,350	0	937,350	
2016/2017	937,350	0	937,350	
2017/2018	937,350	+23,141	960,491	Firgrove Elementary Replacement
2018/2019	960,491	+28,201	988,692	Sunrise Elementary Replacement
Note <sup>1</sup> Pope Elementary remodel and the new elementary school (Elem #25) are part of the proposed future bond program but will not be completed until 2020, adding 107,038 sq. ft. of new permanent square footage.				
Note <sup>2</sup> Replacement Projects include only net new sq. ft.				

Portable classroom space will continue to adjust at the elementary level in order to provide temporary classroom facilities in concert with site specific enrollment increases and program changes. On the other hand, the construction of permanent elementary facilities, as shown in Table 13, will enable the removal of existing portable classrooms. Table 14 shows the known portable classroom space moves over the next six years. The origin of added portable classrooms at a particular site may be from another district facility and does not signify that the portable building itself is “new” to the district.

**Table 14**  
**Existing and New Portable Square Footage**  
**at the**  
**Elementary Level**

School Year	Existing Portable Square Footage	New Portable Square Footage	Total Portable Square Footage	Number of Portables Added/Removed
2013/2014	91,350	0	91,350	0
2014/2015	91,350	0	91,350	0
2015/2016	91,350	0	91,350	0
2016/2017	91,350	0	91,350	0
2017/2018	91,350	- 9,570	81,780	- 11
2018/2019	81,780	- 2,610	79,170	- 3

Note<sup>1</sup>: Pope Elementary remodel and the new elementary school (Elem #25) are part of the proposed future bond program but will not be completed until 2020, subtracting and additional 8,700 sq ft from the total in 2020.

Note<sup>2</sup>: Postive numbers indicate portable classroom additions, negative numbers indicate portable classroom removal

**Junior High Level.** Presently, the District is providing 651,782 square feet of permanent school space and 40,020 square feet of portable classroom space at seven (7) separate junior high school locations to support the instruction of 5,076 junior high students (see Table 6). These numbers include the portable additions at two junior high schools over the summer of 2013. At Glacier View Junior High, a new double portable building will add temporary capacity to accommodate increasing enrollment. At Kalles Junior High, two existing portable buildings will be repurposed as classroom space for its increasing enrollment.

As Table 15 demonstrates, no new permanent square footage is proposed at the Junior High level over the next six years.

<b>Table 15 Existing and New Permanent Square Footage at the Junior High Level</b>				
<b>School Year</b>	<b>Existing Permanent Square Footage</b>	<b>New Permanent Square Footage</b>	<b>Total Permanent Square Footage</b>	<b>School</b>
2013/2014	651,782	0	651,782	
2014/2015	651,782	0	651,782	
2015/2016	651,782	0	651,782	
2016/2017	651,782	0	651,782	
2017/2018	651,782	0	651,782	
2018/2019	651,782	0	651,782	

Note: Replacement Projects include only net new sq. ft.

Table 16 shows there are no current plans to relocate portables at the junior high level following the 2013 summer changes described above.

<b>Table 16 Existing and New Portable Square Footage at the Junior High Level</b>				
<b>School Year</b>	<b>Existing Portable Square Footage</b>	<b>New Portable Square Footage</b>	<b>Total Portable Square Footage</b>	<b>Number of Portables Added/Removed</b>
2013/2014	40,020	0	40,020	0
2014/2015	40,020	0	40,020	0
2015/2016	40,020	0	40,020	0
2016/2017	40,020	0	40,020	0
2017/2018	40,020	0	40,020	0
2018/2019	40,020	0	40,020	0

Note: Postive numbers indicate portable classroom additions, negative numbers indicate portable classroom removal

**Senior High Level.** Presently, the District is providing 651,698 square feet of permanent school space and 46,980 square feet of portable classroom space at four (4) separate high school locations to support the instruction of 4,861 senior high students (see Table 7). The Benchmark level of service calculation for senior high students in the Puyallup School District is 134 square feet per student. Once these projects listed in Table 17 are complete, the District will have added approximately 148,527 square feet to the high school level, increasing its permanent capacity by 1,108 students.

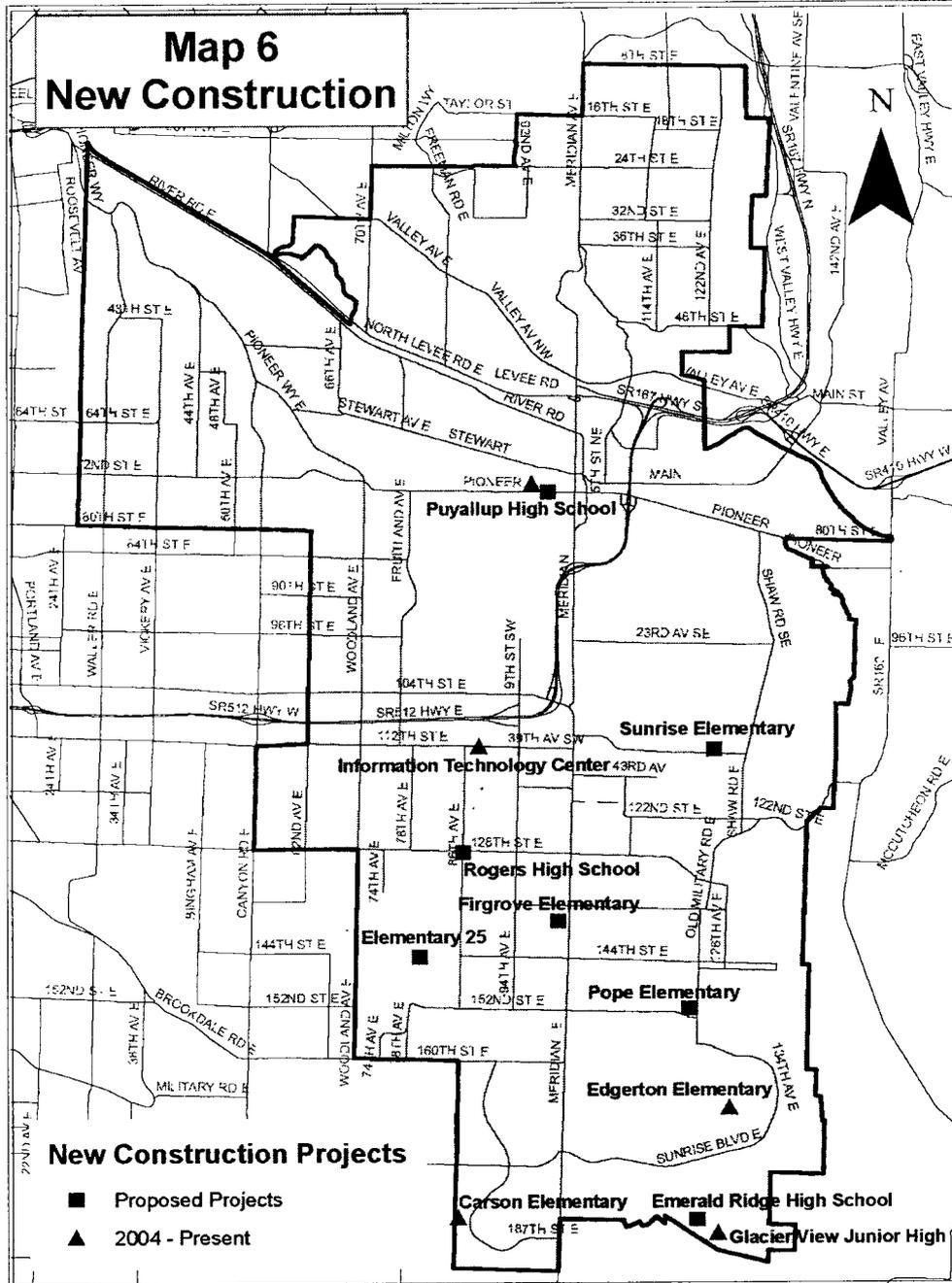
<b>Table 17</b>				
<b>Existing and New Permanent Square Footage</b>				
<b>at the</b>				
<b>Senior High Level</b>				
<b>School Year</b>	<b>Existing Permanent Square Footage</b>	<b>New Permanent Square Footage</b>	<b>Total Permanent Square Footage</b>	<b>School</b>
2013/2014	651,698	0	651,698	
2014/2015	651,698	0	651,698	
2015/2016	651,698	0	651,698	
2016/2017	651,698	0	651,698	
2017/2018	651,698	+84,057	735,755	Puyallup High School Master Plan Phase 2 Emerald Ridge High School Master Plan Phase 1
2018/2019	735,755	+64,470	800,225	Rogers High School Master Plan Phase 1

Note: Replacement Projects include only net new sq. ft. in this table

<b>Table 18</b>				
<b>Existing and New Portable Square Footage</b>				
<b>at the</b>				
<b>Senior High Level</b>				
<b>School Year</b>	<b>Existing Portable Square Footage</b>	<b>New Portable Square Footage</b>	<b>Total Portable Square Footage</b>	<b>Number of Portables Added/Removed</b>
2013/2014	46,980	0	46,980	0
2014/2015	46,980	0	46,980	0
2015/2016	46,980	0	46,980	0
2016/2017	46,980	0	46,980	0
2017/2018	46,980	- 21,750	25,230	- 25
2018/2019	25,230	- 13,920	11,310	- 16

Note: Postive numbers indicate portable classroom additions, negative numbers indicate portable classroom removal

Map 6 shows all new construction projects, including facilities built from 2004 to present, and proposed new construction projects over the next six year plan period



**Support Facilities.**

A need to increase efficiency and provide appropriate space for central administrative services will encourage district staff to look for future opportunities to consolidate multiple locations into one central administrative facility. Funding for additional support facility projects, such as a future central administration building, will likely come from future state matching dollars and/or revenue from the surplus of existing property. Review and approval for any future project will be processed and approved through the board of directors.

Warehouse

The District plans to expand the central warehouse facility located within the South Hill Support Center. Cost and scope of these improvements will be added to future updates of this plan.

<b>Table 19 Existing and New Permanent Square Footage at the Support Facilities</b>				
<b>School Year</b>	<b>Existing Permanent Square Footage</b>	<b>New Permanent Square Footage</b>	<b>Total Permanent Square Footage</b>	<b>Facility</b>
2013/2014	99,775	0	+ 99,775	
2014/2015	99,775	0	+ 99,775	
2015/2016	99,775	0	+ 99,775	
2016/2017	99,775	0	+ 99,775	
2017/2018	99,775	0	+ 99,775	
2018/2019	99,775	0	+ 99,775	

Child Find

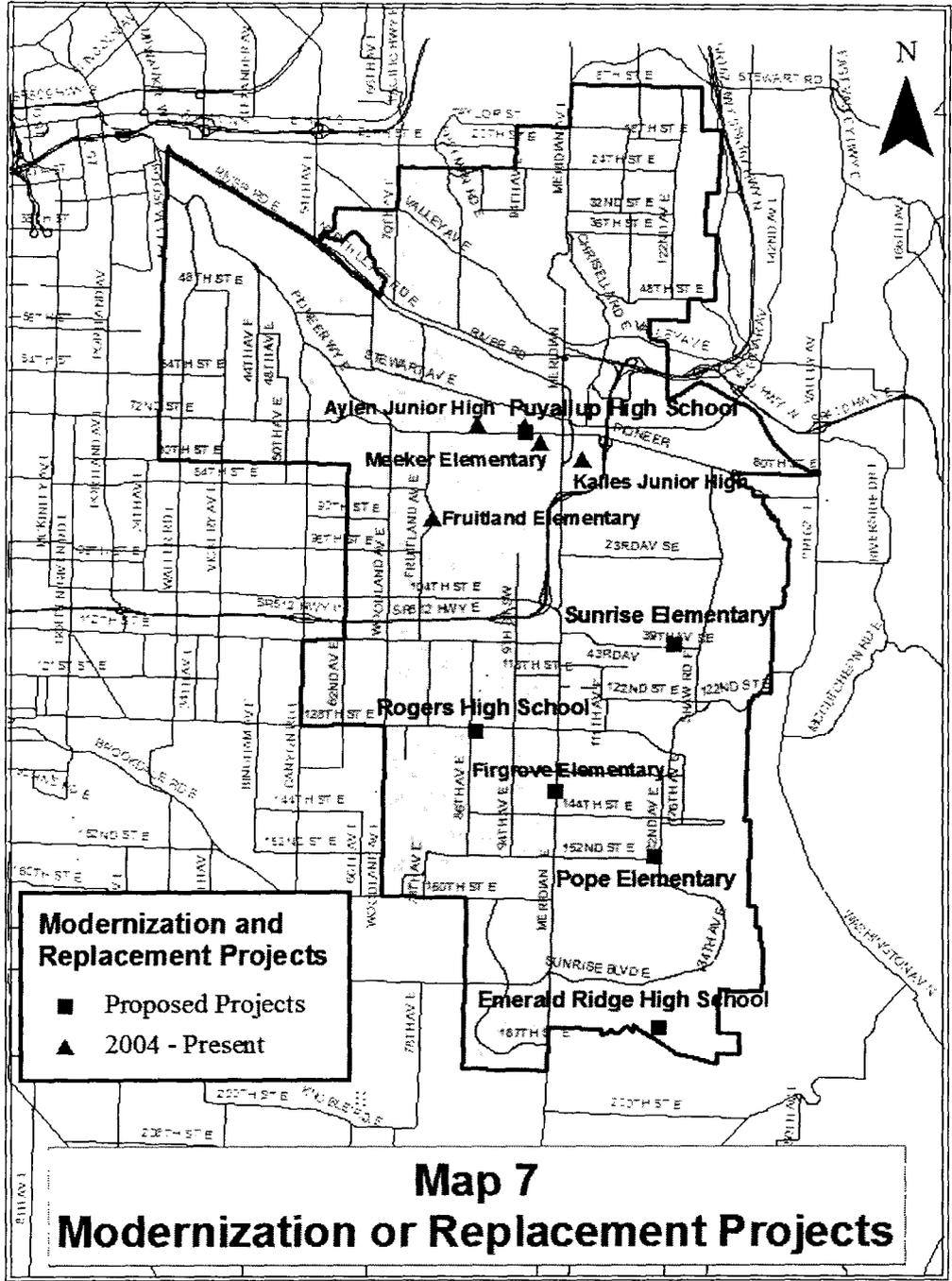
The Child Find program assists parents of pre-K students to determine whether their children qualify for special services provided by the District. The program is currently housed in the former Riverside Elementary building, but will be relocated over the 2013 summer into a portable classroom to be housed on the Walker High School campus.

Facilities

A portable building is being relocated to the Facilities site over the 2013 summer. This is in addition to the relocation of the existing portable housing Capital Projects staff. Both portables will be moved to the adjacent 1/2-acre parcel purchased by the District in 2010. The relocation of the existing portable to the adjacent parcel will improve onsite traffic circulation and provide added parking capacity.

Table 20 includes the new portable square footage for the Child Find program and Facilities within the 2013/2014 Existing Square Footage calculation.

<b>Table 20</b>				
<b>Existing and New Portable Square Footage</b>				
<b>at the</b>				
<b>Support Facilities</b>				
<b>School Year</b>	<b>Existing Portable Square Footage</b>	<b>New Portable Square Footage</b>	<b>Total Portable Square Footage</b>	<b>Facility</b>
2013/2014	5,220	0	+ 5,220	
2014/2015	5,220	0	+ 5,220	
2015/2016	5,220	0	+ 5,220	
2016/2017	5,220	0	+ 5,220	
2017/2018	5,220	0	+ 5,220	
2018/2019	5,220	0	+ 5,220	



## Remodel or Replacement Construction

### A Six-Year Plan

In the paragraphs to follow, the District's Six-Year Plan for remodel or replacement construction will be presented. Map 7 displays the proposed modernization and replacement projects, including those projects built from 2004 to present, in addition to remodel/replacement projects proposed over the next six year plan period.

### School Facilities.

The Puyallup School District is planning two (2) major replacement projects over the next six (6) school years, both at the elementary level. Remodel work will also occur at the elementary and high school levels.

**Elementary Level.** The two (2) major replacement projects at the elementary level, Firgrove Elementary and Sunrise Elementary, are shown in Table 21 below. In addition, major remodel work will be done at Pope Elementary as part of the project to expand the existing facilities to 750-student capacity. The Pope Elementary remodel project will begin construction within the six-period period of this plan but will not be completed until 2020. The Pope remodel will include approximately 15,000 square feet of remodeled area.

<b>Table 21</b> <b>Remodel or Replacement Projects</b> <b>at the</b> <b>Elementary Level</b>		
<b>School Year</b>	<b>Remodeled or Replaced Square Footage</b>	<b>School</b>
2013/2014		
2014/2015		
2015/2016		
2016/2017		
2017/2018	51,492	Firgrove Elementary Replacement
2018/2019	46,432	Sunrise Elementary Replacement
Note <sup>1</sup> : Pope Elementary remodel project will begin construction within the six-year period of this document, however, will not be completed until 2020. Approximately 15,000 sq. ft. of of the existing building will be remodeled.		
Note <sup>2</sup> : Replacement Projects include existing square footage only.		

**Junior High Level.** There is no future major remodel/replacement projects at the junior high level currently planned within the next six years.

<b>Table 22</b> <b>Remodel or Replacement Projects</b> <b>at the</b> <b>Junior High Level</b>		
<b>School Year</b>	<b>Remodeled or Replaced Square Footage</b>	<b>School</b>
2013/2014		
2014/2015		
2015/2016		
2016/2017		
2017/2018		
2018/2019		

Note: Replacement Projects include existing square footage only.

**Senior High School Level.** Each of the three major high school projects proposed in the 2013 Bond Program will have some amount of remodel work included within existing facilities as part the plans to expand. However, at this time, only the Puyallup High School square footage has been identified through project design. The remodeled square footage for the other two high school projects will be listed in future plan updates See Table 23 below.

<b>Table 23</b> <b>Remodel or Replacement Projects</b> <b>at the</b> <b>Senior High Level</b>		
<b>School Year</b>	<b>Remodeled or Replaced Square Footage</b>	<b>School</b>
2013/2014		
2014/2015		
2015/2016		
2016/2017		
2017/2018	11,100	Puyallup High School Master Plan Phase 2 Emerald Ridge High School Master Plan Phase 1
2018/2019		Rogers High School Master Plan Phase 1

Note: Information based upon the February 2013 Bond Program. Replacement Projects include existing square footage only. Rogers HS Master Plan Phase 1 is expected to have a small amount of remodel square footage, but amount is uncertain at this time.

**Annual Small Capital Projects**

The District evaluates facilities needs throughout the District on an annual basis to determine what systems repairs or program changes necessitate a facilities response. Over the past eight years, the volume of these small capital projects has been approximately \$500K-\$1,000K per year. This plan anticipates continuing with the annual implementations of such projects over the next six years.

## **Support Facilities**

### *Transportation*

Improvements to the bus mechanical shop and the bus wash facility are needed. Cost and scope of these improvements will be added to future updates of this plan.

## **Summary**

The projects outlined in this six-year plan are responsive to the growth needs of the District while providing for maintenance of the existing building stock. With the construction of the 2004 Bond Program list of projects complete, the Puyallup School District has provided additional space for new student housing to accommodate the increasing student population. However, as of the 2012-2013 school year, the District currently does not meet LOS square footage standards at the elementary and high school level, as shown in Graph 11 and Graph 13.

The failure of the 2007, 2009, and February 2013 Capital Bond proposals has undoubtedly resulted in a delay of meeting the identified student housing needs. In order to “close the gap” in terms of meeting the LOS standard, in light of an increasing student population, a new Bond Program to finance the construction of additional square footage is essential.

The future bond projects listed on page 45 are included in Table 13 for the Elementary School Level, Table 15 for the Junior High School Level and Table 17 for the Senior High School level, except at the Elementary Level, where the Pope Elementary Remodel and the New Elementary School project are excluded due to their scheduled completion past the six-year window of this plan.

The following Graphs show how these additions respond to the need to provide student housing over the next six years and to what degree the District is meeting the Level of Service (LOS) need in terms of square footage.

## Elementary Level of Service Summary

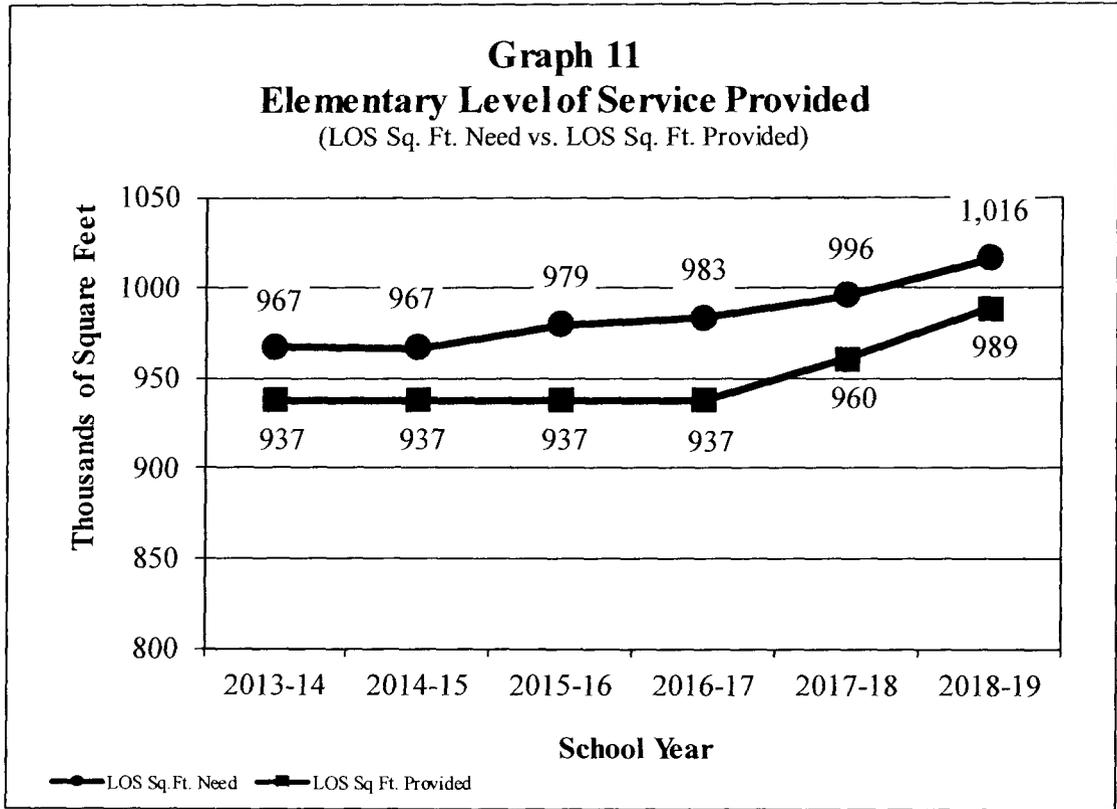
The District has come closer in recent years to catching up to the LOS need via the 2004 Bond Program. The additions of Edgerton (Elementary #22) and Carson (Elementary #23) in the 2007-2008 school year helped alleviate the growing student population in the southern end of the District. Furthermore, in 2006, property was purchased in the southwest region of the District to house future Elementary #25. Graph 11 shows the disparity between square feet needed vs. provided over the next six-year period. As Graph 11 demonstrates, the elementary LOS square foot need exceeds the elementary LOS square foot provided through the 2018-19 school year. However, two major projects are not represented in this graph. Pope Elementary Remodel and the New Elementary (#25) scheduled for completion in the year 2020. With the opening of these two elementary-level projects, the LOS provided is expected to match the LOS need, at least for a short period of time, as elementary enrollment is expected to increase according to long-term projections.

School closures in recent years have contributed to the lack of permanent space at the elementary level. This irony gives light to the fact that students do not reside equitably throughout the district. It also points out that there are multiple factors to be considered when planning school facilities.

Riverside Elementary was closed in 2007 and Hilltop Elementary was closed in 2009. These closures combine for a net loss of approximately 47,500 sq. ft., widening the gap between the elementary LOS need vs. LOS provided. However, in each case it was determined that these closures would provide for better long-term educational opportunities, including a breadth of programs available that cannot be provided to schools with low and declining enrollment. And as state funding continues to be cut to local school districts, the ability to financially support small schools, which by nature have a much higher cost per student ratio than the current prototypical model, will become increasingly difficult.

The LOS for individual schools, as shown in Table 4, illustrates a wide variation between older smaller buildings, mostly in the north end of the district, and newer buildings in the south end. This can be largely attributed to underutilization and inefficiencies at the older schools. The District is reviewing this LOS disparity but has not made definite plans to address it.

**Graph 11**  
**Elementary Level of Service Provided**  
 (LOS Sq. Ft. Need vs. LOS Sq. Ft. Provided)

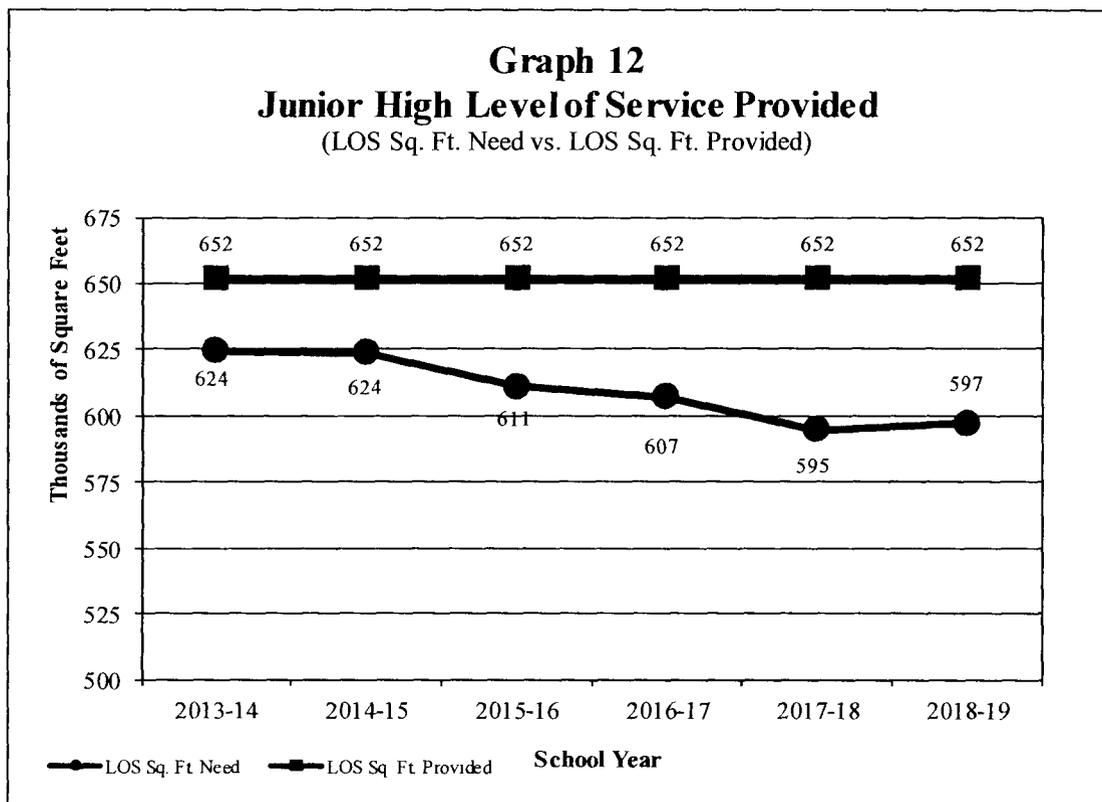


## Junior High School Level of Service Summary

As can be noted in Graph 12, the District has met the LOS square foot need via the 2004 Bond Program over the next six-year period. The standard was finally met in 2008-2009 with the major increase in area coming from the opening of Glacier View Junior High and the Ayles Junior High Replacement projects. The district-wide junior high school student population is projected to remain relatively flat or decrease slightly over the next six years and remain within the LOS capacities currently provided.

It is important to note, however, that a district-wide analysis can mask regional imbalances of student population and capacity. A clear example of this imbalance exists at the junior high level. While the district-wide junior high square foot need is met by the square foot provided; in reality, Glacier View Junior High is operating over permanent capacity in the 2012-13 school year and will need additional temporary classroom portable buildings for the 2013-14 school year as it serves a projected high-growth area of the district (South Hill East). On the other hand, Edgemont Junior High in the north end of the district is operating well below its permanent capacity (see Table 6). While a district-wide view provides rational level of analysis for this plan, it is important to recognize the regional circumstances may demand some capital project needs for those schools that experience enrollment increases and are currently operating at or over capacity.

Enrollment projections do predict a significant increase at the junior high level past the six-year planning window of this document.

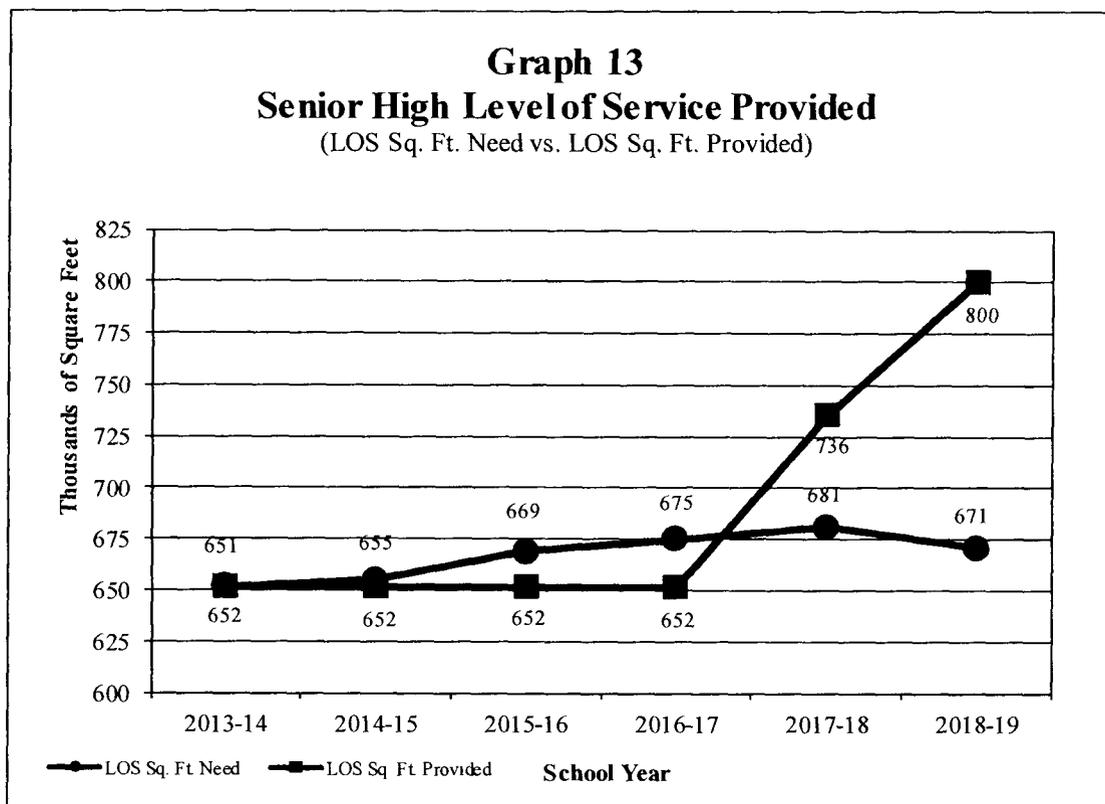


## Senior High School Level of Service Summary

As can be noted in Graph 13, the gap between LOS need vs. the LOS provided at the high school level is expected to increase through the 2016-2017 school year. The major increase in the LOS provided beginning in the 2017-2018 school year is a result of the completion of the next major Master Plan phases at each of the three comprehensive high schools.

While it appears that the proposed Future Bond Program may overbuild at the high school level over the provided six-year outlook of this plan, long-range enrollment projections provided by the District's demographer consultant, Dr. Les Kendrick, show that this increase in LOS square footage provided will be met by an increase in high school level enrollment (the LOS square foot needed) by school year 2024-25. Graph 13 also indicates that the Level of Service standard used in this plan for the high school level may be inadequate, as the high school buildings currently occupy a combined 52 classroom portable buildings in support of instruction at within the existing permanent facilities. Future plans will look to update the Level of Service used, with an eye towards calculating program capacity at each school facility.

Lastly, that the demolition of the existing Library/Science buildings at Puyallup High School is not planned in Phase II, and not reflected in this six-year plan, and not accounted for in Graph 13 below. In other words, there will be a square foot surplus at Puyallup High School until Phase III is complete.



## **Section V ► Finance Plan**

### **Introduction**

The Puyallup School District clearly recognizes the value of long-range capital facilities planning. The development of the New Construction program identified earlier in this document addresses the District's need for additional permanent and portable space to accommodate the additional students anticipated to enroll over the next six (6) school years. In addition, Replacement and Modernization programs have also been identified to address needed code improvements, energy enhancements and educational upgrades to a number of the District's existing facilities.

In conjunction with this 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 not always match the preferred school site sizes. For example, the Puyallup School District has one (1) prototype elementary on a 10.29 acre site, another on a 10.53 acre site, another on a 14.30 acre site and yet another on a 15.00 acre site; see Table 1.
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 (5) 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 (6) year period at one election. 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 2031 is 62.49 percent, 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 fiscal year 2011 is \$188.55 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 that meets once every two months during the calendar year. 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 only 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, the City of Edgewood, the City of Fife and the 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 25).

At the present rate of fee collection with the existing fee structure, the District anticipates receipt of approximately \$5,000,000 over the next six years. This assumes an average annual collection rate of \$833,333. This year's estimate is a \$233K/year increase from the last year's estimate of \$600,000K/year,

reflecting the increased activity in residential new construction over the past year.

Table 24 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 25 represents Puyallup School District's Unfunded Need calculation for 2013. 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 25 that calculates the Fee Obligation, per Pierce County code 4A.30.030

Table 24				
Impact Fee Calculation Factors				
Description	Grade Span	Value	Units	Comments
Student Generation Factor - Single Family Residence	Elementary	0.428	Students/Resid	See Table 8, Section 2
"	Jr. High	0.176	Students/Resid	" "
"	Sr. High	0.150	Students/Resid	" "
Student Generation Factor - Multi Family Residence	Elementary	0.136	Students/Resid	See Table 9, Section 2
"	Jr. High	0.059	Students/Resid	" "
"	Sr. High	0.053	Students/Resid	" "
Facility Acreage	Elementary	15	Acres	Compliant with WAC 392-342-020
"	Jr. High	0	Acres	secondary level site acquisition provided in Senior High calculation
"	Sr. High	40	Acres	Compliant with WAC 392-342-020
Cost per Acre	Elementary	\$88,652	Cost/Acre	Based on Masters site appraisal (14.1-acre undeveloped Residential site)
"	Jr. High	\$88,652	Cost/Acre	" "
"	Sr. High	\$88,652	Cost/Acre	" "
Facility Size - New Construction	Elementary	750	Students/School	Based on Carson and Edgerton Elementary Functional Capacity
"	Jr. High	800	Students/School	Based on Glacier View J.H. (#7) Functional Capacity
"	Sr. High	1800	Students/School	Per current district-wide High School Education Specifications
Facility Size - Temp Construction	Elementary	25	Students/CR	Based on Single Classroom Portable
"	Jr. High	30	Students/CR	" "
"	Sr. High	30	Students/CR	" "
Permanent Sq. Footage(Total)	Elementary	937,350	Square Feet	See Table 1
"	Jr. High	651,782	Square Feet	See Table 2
"	Sr. High	651,698	Square Feet	See Table 3
Portable Sq. Footage(Total)	Elementary	91,350	Square Feet	See Table 1
"	Jr. High	40,020	Square Feet	See Table 2
"	Sr. High	46,980	Square Feet	See Table 3
Facility Cost - New Construction	Elementary	\$25,931,740	Cost/School	Based on Carson Elementary actual costs with 4% annual inflation
"	Jr. High	\$42,472,885	Cost/School	Based on Glacier View JH actual costs with 4% inflation
"	Sr. High	\$122,760,000	Cost/School	Based on estimated 1800-student high school costs using 2012 dollars
Facility Cost - Temp Construction	Elementary	\$100,000	Cost/Portable	Based on Standard Portable including Site Costs
"	Jr. High	\$100,000	Cost/Portable	" "
"	Sr. High	\$100,000	Cost/Portable	" "
Construction Cost Allocation	All	\$188.55	Cost/Sq Foot	Per State OSPI for FY 2012
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	62.49%	Percent	Per State OSPI for FY 2011
Average Assessed Value - Single Family	All	\$206,628	Cost/Unit	Per Pierce County Assessor-Treasurer 2013 Residential Revaluation Report
Average Assessed Value - Multi-Family	All	\$ 112,266	Cost/Unit	Per Pierce County Assessor-Treasurer 2013 Residential Revaluation Report
Capital Bond Interest Rate	All	4.93%	Percent	Per NW Securities
Years Amortized	All	20	Years	
Property Tax Levy Rate - Capital Construction Portion	All	\$ 2.06	Cost/1000 of Assessed Value	Per Pierce County Assessor-Treasurer Assessed Values, Levy Rates & Taxes for tax year 2013

**Table 25  
Impact Fee Calculation**

School Site Acquisition Cost: ((Acres x Cost per Acre) / Facility Capacity) x Student Generation Factor							
	Facility Acreage	Cost/ Acre	Facility Size	Student Factor SFR	Student Factor MFR	Calculated	
						Cost/ SFR	Cost/ MFR
Elementary	15.00	\$88,652	750	0.428	0.136	\$ 759.60	\$ 241.86
Jr. High	0.00	\$88,652	800	0.176	0.059	\$ -	\$ -
Sr. High	40.00	\$88,652	1800	0.150	0.053	\$ 295.77	\$ 104.06
<b>TOTAL</b>						<b>\$ 1,055.37</b>	<b>\$ 345.92</b>
School Construction Cost: ((Facility Cost / Facility Capacity) x Student Generation Factor) x (permanent / Total Sq Ft)							
	%Perm/ Total Sq.Ft.	Facility Cost	Facility Size	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary	100.00%	\$25,931,740	750	0.428	0.136	\$ 14,812.84	\$ 4,716.47
Jr. High	0.00%	\$42,472,885	800	0.176	0.059	\$ -	\$ -
Sr. High	100.00%	\$122,760,000	1800	0.150	0.053	\$ 10,239.14	\$ 3,602.36
<b>TOTAL</b>						<b>\$ 25,051.98</b>	<b>\$ 8,318.83</b>
Temporary Facility Cost: ((Facility Cost / Facility Capacity) x Student Generation Factor) x (Temporary / Total Square Feet)							
	%Temp/ Total Sq.Ft.	Facility Cost	Facility Size	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary	100.00%	\$100,000	25	0.428	0.136	\$ 1,713.67	\$ 545.64
Jr. High	100.00%	\$100,000	30	0.176	0.059	\$ 588.03	\$ 196.58
Sr. High	100.00%	\$100,000	30	0.150	0.053	\$ 500.45	\$ 176.07
<b>TOTAL</b>						<b>\$ 2,802.14</b>	<b>\$ 918.29</b>
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	188.55	90.0	62.49%	0.428	0.136	\$ 4,543.05	\$ 1,446.53
Jr. High	188.55	121.3	62.49%	0.176	0.059	\$ 2,521.24	\$ 842.87
Sr. High	188.55	130.0	62.49%	0.150	0.053	\$ 2,299.64	\$ 809.06
<b>TOTAL</b>						<b>\$ 9,363.93</b>	<b>\$ 3,098.46</b>
Tax Payment Credit:							
Average Assessed Value						\$ 206,628	\$ 112,266
Capital Bond Interest Rate						4.93%	4.93%
Net Present Value of Average Dwelling						\$ 2,590,394	\$ 1,407,424
Years Amortized						20	20
Property Tax Levy Rate						\$ 2.06	\$ 2.06
<b>Present Value of Revenue Stream</b>						<b>\$ 5,336.21</b>	<b>\$ 2,899.29</b>
Fee Summary:							
				Single - Family	Multiple - Family		
Site Acquisition Costs				\$ 1,055.37	\$ 345.92		
Permanent Facility Cost				\$ 25,051.98	\$ 8,318.83		
Temporary Facility Cost				\$ 2,802.14	\$ 918.29		
State Match Credit				\$ (9,363.93)	\$ (3,098.46)		
Tax Payment Credit				\$ (5,336.21)	\$ (2,899.29)		
<b>Unfunded Need</b>				<b>\$ 14,209.36</b>	<b>\$ 3,585.29</b>		<b>YEAR 2013</b>
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)				\$ 7,104.68	\$ 1,792.64		

### **Funding for School Facilities**

The ability to move forward on school construction projects in the Puyallup School District hinges primarily on two (2) 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 qualified 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 26 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 (6) school years will be determined at the time secured funds have been obtained by the passage of a future bond program.

**Table 26**  
**Six Year Finance Plan**  
**Costs in Millions (M)<sup>3</sup>**

Project <sup>4</sup>	2013	2014	2015	2016	2017	2018	2019	2020	Project Cost	Future Bond	Estimated State Match	Impact Fees
Firgrove Elementary Replacement w/ 750 Student School						\$37.7			\$ 37.7	\$ 27.4	\$ 9.8	\$ 0.5
Puyallup High School Master Plan - Phase II (2nd & 3rd Floor of South Wing)						\$31.3			\$ 31.3	\$ 26.5	\$ 3.8	\$ 1.0
Emerald Ridge High School Master Plan Phase I - 400 Student Classroom Addition						\$19.1			\$ 19.1	\$ 18.1	\$ -	\$ 1.0
Sunrise Elementary Replacement w/ 750 Student School							\$39.8		\$ 39.8	\$ 29.5	\$ 9.8	\$ 0.5
Rogers High School Master Plan - Phase I (Classroom Wing Additions & New Gym)							\$32.0		\$ 32.0	\$ 31.0	\$ -	\$ 1.0
Pope Elementary remodel w/ 750 Student School								\$27.4	\$ 27.4	\$ 21.7	\$ 5.7	
Elementary #25 Construction								\$36.1	\$ 36.1	\$ 35.1	\$ -	\$ 1.0
Portables	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 1.5	\$ 1.2	\$ 1.0	\$ 6.2	\$ 6.2		
<b>Total Cost</b>	<b>\$ 0.5</b>	<b>\$89.6</b>	<b>\$73.0</b>	<b>\$64.5</b>	<b>\$ 229.6</b>	<b>\$ 195.5</b>	<b>\$ 29.1</b>	<b>\$ 5.0</b>				

Note<sup>1</sup>: Most 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 resulting in additional projects.

Note<sup>2</sup>: Shaded cells represent the planned design and construction timeline for each major bond project. Although costs will occur throughout said timeline, the total cost of the project is displayed in the year of projection completion. Year 2020 is included to show the full timeline for the Pope Elem & Elem. 25 projects, as a large portion of project costs will be expended within the next six years.

Note<sup>3</sup>: Dollars are adjusted for expected inflation.

Note<sup>4</sup>: Includes growth-related projects only.

## **Section VI ► School 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. He also served as a State Legislator and finished his professional career as the Superintendent of Public Instruction and President of Pierce College.

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 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 184<sup>th</sup> 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 176<sup>th</sup> 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 new 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 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 127<sup>th</sup> 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 164<sup>th</sup> 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 new school is designed to house a 750 student population. The school includes twenty-four (24) general classrooms, twelve (12) mall 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 district-wide 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 opened in 1930 as part of a separate Firgrove School District. The school is located on South Hill, west of Meridian Street South and south of 136<sup>th</sup> Street East. 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 permanent buildings have 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 district-wide 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 in southwest Puyallup, south of West Pioneer and just east of S. Fruitland Avenue. 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 permanent building has 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 district-wide 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.

***(FORMER) HILLTOP ELEMENTARY SCHOOL (K-6)***

***2110 110th Avenue East***

***Edgewood, WA 98372***

Hilltop Elementary School was opened in 1957 as part of a separate Edgemont School District. The site is located on North Hill, east of Meridian Avenue North and north of 24th Street East. The Edgemont School District consolidated with the Puyallup School District in 1967.

The Puyallup School Board of Directors approved the closure of Hilltop Elementary prior to the 2009-2010 school year. The site has been incorporated as part of the adjacent Edgemont Junior High campus. The school building was razed prior to the 2010-2011 school year and the site has been restored as a non-irrigated grass field to match the existing field areas that surround the gym

building, playshed, and playground equipment. In late 2010, the school board of directors approved by a unanimous vote to officially name the field space "Edgemont/Hilltop Community Field."

Plans to relocate the Edgemont track and field facilities (currently located south of 24<sup>th</sup> Street) to this site by the 2015-2016 school year are tentative on financing. The Hilltop gym building will remain in the interim and currently houses the Textbook & Media Center. In March 2004, the multi-purpose building had a Condition and Suitability Score of 63.27. The building was originally constructed in 1977.

***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 is a graduate of Puyallup High School and the University of Puget Sound. Warren has been 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 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 76, compared to a district-wide 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 was 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.

Warner 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 building has 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 district-wide 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 permanent building has a total of 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 district-wide 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 permanent building has 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 district-wide rating average of 76.4.

***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 permanent buildings have a total 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 district-wide 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 permanent building has 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 district-wide 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 district-wide 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 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 69, compared to a district-wide 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, 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 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 (PSES) 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 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 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 81, compared to a district-wide 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 permanent building has 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 district-wide 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 permanent buildings 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 district-wide 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 permanent building has 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 district-wide 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 permanent building has 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 district-wide 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 added. 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 was 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 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 82, compared to a district-wide 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 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 86, compared to a district-wide 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 15<sup>th</sup> 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 district-wide 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 Grade 1 through Grade 8. 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 district-wide 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 has 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 has been involved in numerous civic programs and continues to reside in Puyallup.

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

district-wide 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 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 3<sup>rd</sup> 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 7<sup>th</sup> 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.

On March 10, 1981, the Main Classroom Building at the old Kalles Junior High building suffered a dramatic arson fire. The Main Classroom Building was rebuilt in 1982, along with a modest modernization of the Gymnasium, Multi-purpose and Shop buildings.

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 district-wide 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 Way.

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.

Beginning in fall 2013, the District's Child Find program will be relocated on the Walker HS campus. Child Find is a program targeting Pre-K students, not associated with the high school educational program. It will be housed in a portable classroom building constructed in summer 2013.

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.

## **Section VII ► Support Facilities Inventory**

As shown on Map 4, the Puyallup School District currently has 11 support facilities.

### **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 still fails to consolidate, business services, special services and facilities. These functions are still located in other downtown locations.

***FACILITIES/TRANSPORTATION***

***323 12th Street Northwest***

***Puyallup, WA 98371***

These buildings house a portion of each of the District's Facilities and Transportation departments. The site houses two permanent structures and two portables. It is the home of the District's sole bus mechanic shop and 15,000 square foot Maintenance facilities. 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 2-story office building is not owned by the District; rather the land is leased by the District to provide ingress/egress from 12<sup>th</sup> 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.

***INFORMATION TECHNOLOGY CENTER (at South Hill Support Center)***

***1501 39<sup>th</sup> Avenue Southwest***

***Puyallup, WA 98373***

In the spring of 1981, an arson fire destroyed the Main Classroom Building at Kalles Junior High School. With the subsequent reconstruction of the Kalles Main Classroom Building, the District decided to also construct a separate building on the south edge of the Kalles campus. That new building has 5,000 square feet.

This particular building was constructed to house the District's Audio Visual program, which was relocated from its prior location at Puyallup High School. This facility was originally known as the District's Instructional Media Center (IMC). In recent years, the IMC facility was renamed the Technology Support Center (TSC) and then the Information Technology Center (ITC).

In the summer of 2007, the ITC offices were permanently relocated to the Warehouse site into a new 10,000 square foot addition with associated parking. The old building at the Kalles Junior High site was demolished to make room for athletic fields, while the portable was moved to the warehouse site to house transportation services.

**KARSHNER MUSEUM**  
**309 4th Street Northeast**  
**Puyallup, WA 98372**

The Paul H. Karshner Museum is a curriculum based teaching museum that is owned and operated by the Puyallup School District. Kindergarten through 5th grade classes receives an annual grade level presentation, which includes a Hands-On approach to learning. The collection of over 10,000 items is viewed by the students in ever-changing exhibits. Sixty-two (62) Discovery Kits are available to teachers for in-classroom enrichment.

The museum is unique, being one of the few school district-operated teaching museums in the United States. The Paul H. Karshner Memorial 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. The museum is located in east Puyallup, east of Meridian Avenue and north of Main Avenue East, see Map 4. The museum has 5,643 square feet that is divided into display, storage and office/work space. The building sits on the 3.99 acre Stewart Elementary School property.

The Friends of the Museum is a support organization that has been founded to extend the Museum's cultural and educational services to the general public and fund raise on the Museum's behalf. They host a Family Day for parents and children on the first Saturday of each month during the school year. Through their endeavors, hundreds of families have had the opportunity to discover the Karshner Museum.

**SCIENCE RESOURCE CENTER (at South Hill Support Center)**  
**1509 39th Avenue Southwest**  
**Puyallup, WA 98373**

This facility is used to support the elementary science kit program. The Science Resource Center is located on South Hill, west of Meridian Avenue and just north of 39th Avenue Southwest.

The house was built in 1954 by Donald and Edith Kessler. The District purchased the house and the property, approximately 14.6 acres, in 1986 for the sum of \$320,000.00.

The Science Resource Center house was remodeled in 1997 and the program was relocated from its Blair Building location at 201 South Meridian, Puyallup, Washington. The Science Resource Center facility has a total of 1,923 square feet and an adjacent parking lot with 12 regular parking stalls and 2 handicap parking stalls.

### ***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. A total of fifteen (15) separate properties were purchased on the south side of the site, along 7th Avenue SW. One (1) property was purchased on the west side of the site, along 7th Street SW.

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

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 7<sup>th</sup> Ave SW street 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 3600 sq. ft. combined, house the STARS/SUMMIT programs.

***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.

## **Section VIII ► Properties Inventory**

As shown on Map 8, the Puyallup School District currently has 6 properties that can be considered either undeveloped or underdeveloped.

### **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 144<sup>th</sup> Street East, just west of 80<sup>th</sup> 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 recently adopted (2003) Comprehensive Land Use Plan. 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 39<sup>th</sup> Avenue SW and 17<sup>th</sup> 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 is now being utilized by the District's Science Resource staff to prepare science kits.

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 existing Science Resource house and an adjacent carport/patio. 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.

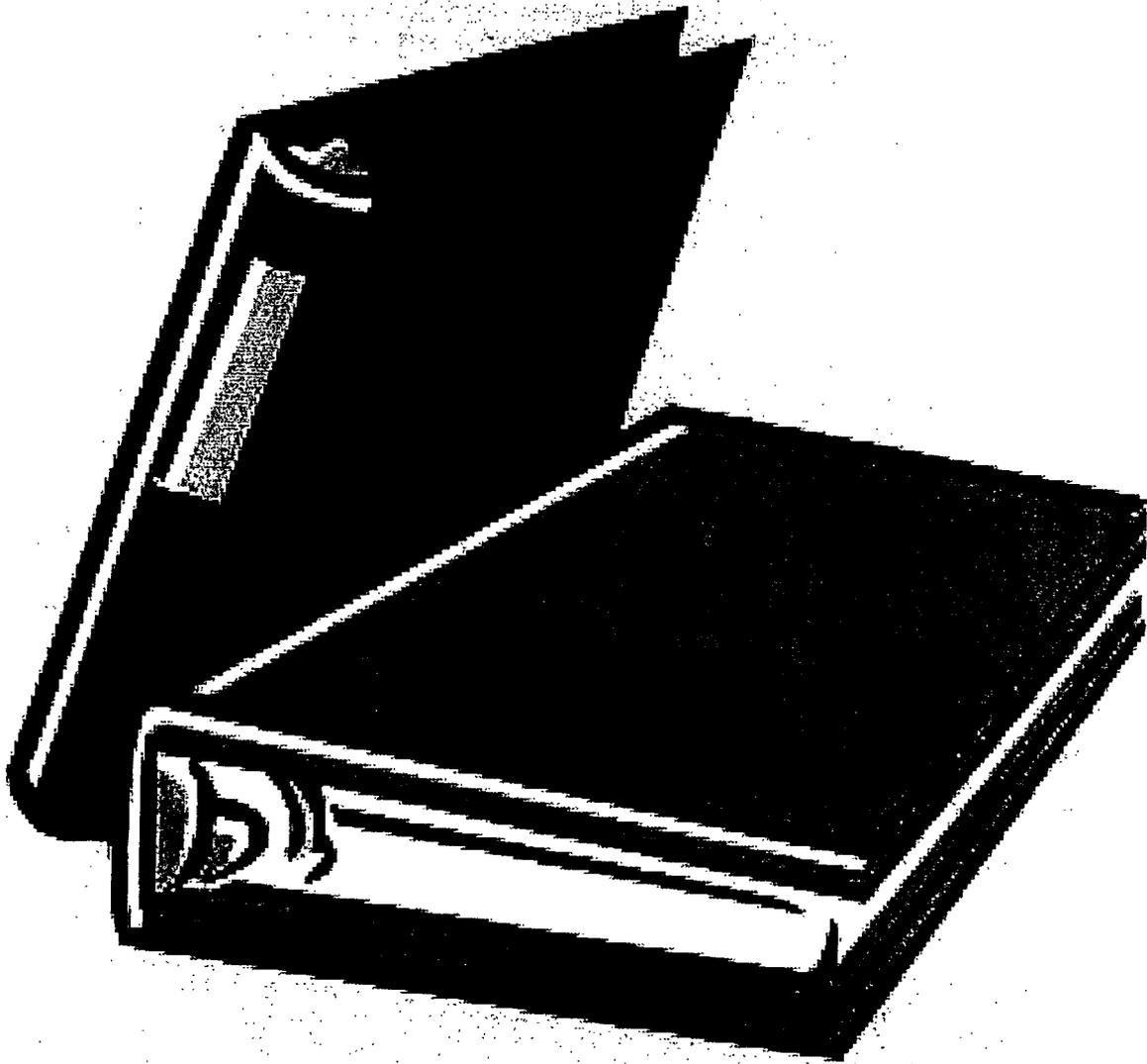




# Fife School District No. 417

## Capital Facilities Plan

### 2013-2019



*To Be Adopted: June 24, 2013*

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

**School Board Members**

Bob Scheidt  
Bruce Burnside  
Doug Fagundes  
Sally Finlayson  
Marisa Michaud

Stephen D. McCammon, Ed.D. Superintendent

Jeff Short, Deputy Superintendent

Kari Harris, Director of Business Services

**Fife High School, 5616 20<sup>th</sup> St E, Tacoma WA 98424**

Principal: Amanda Fox  
Assistant Principal: Brian Neufeld  
Assistant Principal: Joe Keller

**Columbia Junior High School, 2901 54<sup>th</sup> Ave E, Tacoma WA 98424**

Principal: Jeff Nelson  
Dean of Students: Mark Robinson

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

Principal: Jim Snider  
Dean of Students: Amy Mittelstaedt

**Endeavour Intermediate School, 1304 17<sup>th</sup> Ave, Milton WA 98354**

Principal: Kevin Alfano

**Alice V. Hedden Elementary School, 11313 8<sup>th</sup> Street East, Edgewood WA 98372**

Principal: Teresa Sinay

**Discovery Primary School, 1205 19<sup>th</sup> Ave, Milton WA 98354**

Principal: Julie Bartlett

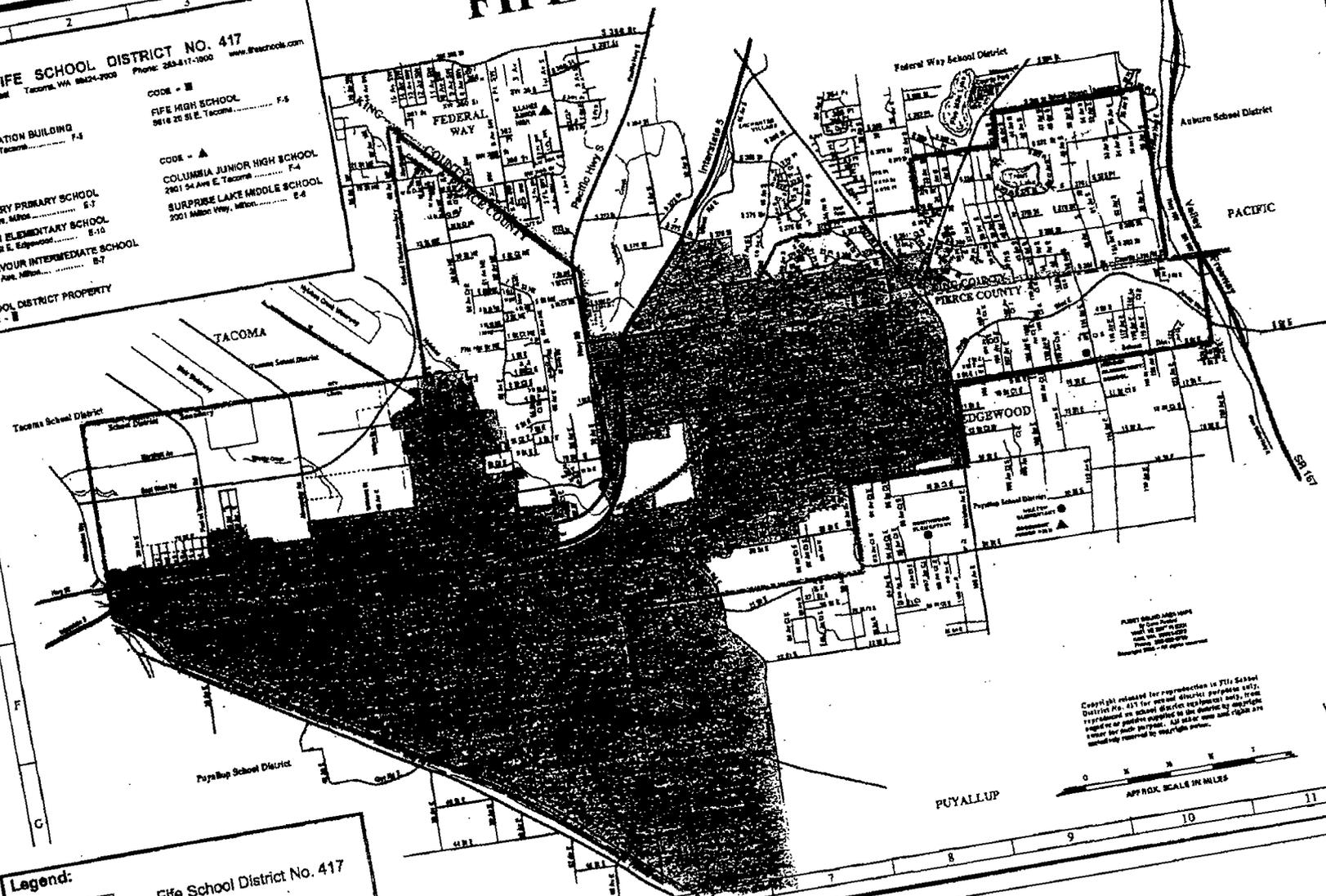
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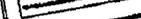
# FIFE SCHOOL DISTRICT NO. 417

**FIFE SCHOOL DISTRICT NO. 417**  
 3823 20 Street East Tacoma, WA 98424-2000 Phone: 253-817-1800 www.fifeschools.com

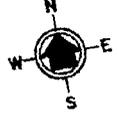
- CODE - ■ ADMINISTRATION BUILDING  
5823 20 St E, Tacoma F-4
- CODE - ● DISCOVERY PRIMARY SCHOOL  
1208 13 Ave, Milton E-7
- CODE - ● HIDDEN ELEMENTARY SCHOOL  
11313 8 St E, Edgewood E-10
- CODE - ● ENDEAVOUR INTERMEDIATE SCHOOL  
1304 17 Ave, Milton B-7
- CODE - ■ SCHOOL DISTRICT PROPERTY
- CODE - ■ FIFE HIGH SCHOOL  
9616 20 St E, Tacoma F-5
- CODE - ▲ COLUMBIA JUNIOR HIGH SCHOOL  
2901 94 Ave E, Tacoma F-4
- CODE - ▲ SURPRISE LAKE MIDDLE SCHOOL  
3001 Milton Way, Milton E-4



**Legend:**

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

PROPERTY OWNERS SHOULD BE ADVISED THAT THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY. IT IS NOT TO BE USED AS A BASIS FOR ANY LEGAL ACTION. ALL RIGHTS ARE RESERVED BY THE ORIGINAL AUTHOR.



APPROX. SCALE IN MILES

6/13

## 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

<b>Discovery Primary School</b>	(grades K-1 and preschool)	Built new and opened in 1992.
<b>Alice V. Hedden Elementary School</b>	(grades 2-5)	Built new and opened in 2001.
<b>Endeavour Intermediate School</b>	(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.
<b>Surprise Lake Middle School</b>	(grades 6-7)	Originally constructed in 1970. Extensive modernization and addition in 1992. Main offices and Counselors offices remodeled 1998.
<b>Columbia Junior High School</b>	(grades 8-9)	Built new and opened in September 2003. Performing arts auditorium, sports and athletic complex completed in 2004.
<b>Fife High School</b>	(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.
<b>Transportation Center</b>		Built new in 1996.
<b>Educational Services Center</b>		Located in a portion of the old Fife Elementary School. Modernized in 1997.

## INVENTORY OF EXISTING SCHOOL FACILITIES

School	Capacity	Site Size (est.acres)				Facility	Portable	Portable	Portable
			(sq. ft)	(sq. ft)	(sq. ft)	Size (sq.ft.)	Number (3/2012)	Capacity	Size (sq. ft.)
			(D-7)	(D-7)	(D-7)				
			New	Mod	Total				
<b>Fife High School</b>	705	28.86				<b>140,193</b>	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				
<b>Columbia Jr. High School</b>	600	34.4				<b>92,000</b>	4	88	3,544
Classroom/Office/Gym			92,000		92,000				
<b>Surprise Lake Middle School</b>	530	17.23				<b>72,176</b>	4	88	3,584
Classroom/Office			518	38,599	39,116				
Classroom/Gym			14,072	18,988	33,060				
					72,176				
<b>Endeavour Intermediate</b>	530	7.045				<b>54,058</b>	4	88	3,584
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				
<b>Alice V. Hedden Elementary</b>	485	14.89				<b>51,673</b>	4	88	3,564
Classroom/Office/Gym			51,673		51,673				
Playshed			2,160		2,160				
<b>Discovery Primary</b>	485	7.045			57,047	<b>57,047</b>	6	132	5,376
Playshed			2,776		2,776				
<b>TOTAL</b>	<b>3,335</b>	<b>109.47</b>				<b>467,147</b>	<b>27</b>	<b>594</b>	<b>24,132</b>
<b>TOTAL CORE AND PORTABLE CAPACITY</b>	<b>3,929</b>								

## 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 and commercial construction in the Fife/Milton area. For example, there are over 180 planned single family housing starts and over 70 planned multifamily units within our school district's boundary, expected to generate approximately 80 new students. Despite a down-turn in the economy, resulting in slight decrease in fiscal year's 09-10 and 10-11 enrollment, we are anticipating continued growth as evidenced by the table below. Actual enrollment growth over the past ten years averaged approximately 1.17% per year, and .37% per year over the past five years. More importantly, for the next six years the Cohort Survival Method predicts an increased average growth rate of 2.18% as shown below.

ENROLLMENT*	08-09	09-10	10-11	11-12	12-13**	13-14	14-15	15-16	16-17	17-18	18-19
<b>FHS</b>											
10	294	294	246	264	253	264	241	315	249	281	310
11	280	283	284	235	253	242	253	231	301	238	269
12	306	283	286	285	254	257	246	257	235	306	242
Total #	880	860	816	784	760	764	740	803	785	825	821
<b>COLUMBIA</b>											
8	250	268	270	279	248	325	256	289	320	320	303
9	300	262	269	264	275	250	328	259	292	323	323
Total #	550	530	539	543	523	576	584	548	612	643	626
<b>SLMS</b>											
6	261	288	251	289	249	281	311	311	294	320	333
7	250	257	281	246	320	252	284	315	315	298	324
Total #	511	545	532	535	569	533	595	626	609	618	657
<b>ENDEAVOUR</b>											
2	134	137	145	160	145	157	164	166	169	172	174
3	153	125	139	143	155	146	159	166	168	171	173
4	136	154	132	134	161	161	152	165	172	174	178
5	152	138	153	124	147	163	163	154	167	174	176
Total #	575	554	569	561	608	627	638	651	677	691	701
<b>HEDDEN</b>											
2	105	112	119	124	118	129	135	136	139	140	143
3	121	103	113	134	127	120	130	136	137	140	142
4	106	126	108	132	131	132	124	135	141	142	145
5	119	112	125	119	120	133	133	126	137	143	144
Total #	451	453	465	509	496	513	522	533	554	565	574
<b>DISCOVERY</b>											
PS sections	3	3	4	4	4	5	5	5	5	6	6
K	277	265	236	289	284	288	292	297	301	305	310
1	253	271	269	249	277	289	293	298	302	307	311
Total K-1 #	530	536	505	538	561	577	585	595	603	612	621
Total K-12 #	3497	3478	3426	3470	3517	3590	3664	3756	3839	3954	4000
FTE	FTE				3355.47						
% Increase	1.25%	-0.54%	-1.50%	1.28%	1.35%	2.08	2.06	2.51	2.21	3.00	1.16
Avg Growth/Year					0.37%						2.18%

\* 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. Many kindergarten students now attend full-time as well and thus require full-time seating space.

\*\* Actual enrollment based on October student headcount through the 12-13 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 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, the District is able to set this standard at approximately 20-22 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 132.83.

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 19 to 23 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.* To reflect current programming needs and actual use of facility spaces, the District has finalized participation in a community-wide study and survey. The survey results are described on pages 12 and 13.

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 2008-09 school year through the 2018-19 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 12/13 OSPI enrollment projections)										
Enrollment*		08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19
10		294	294	246	264	253	264	241	315	249	281	310
11		280	283	284	235	253	242	253	231	301	238	269
12		306	283	286	285	254	257	246	257	235	306	242
total 10-12	#	880	860	816	784	760	764	740	803	785	825	821
FTE						741.44						
Plan Capacity	#	705										
Teachers						39	39	38	40	39	41	41
Rooms	# Avail					Use	Proj	Proj	Proj	Proj	Proj	Proj
IV Classrm												
Up Clsm	7					7	7	7	7	7	7	7
Down Clsm	1					1	1	1	1	1	1	1
Sp. Ed.	2					2	2	2	2	2	2	2
Home Ec.	1					1	1	1	1	1	1	1
Lib. Comp Lab	1					1	1	1	1	1	1	1
Basic Lab	1					1	1	1	1	1	1	1
V Annex												
Up Clsm	1					1	1	1	1	1	1	1
Down Clsm	9					9	9	9	9	9	9	9
VI Gym												
Clsm	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
VII Café												
Music	1					1	1	1	1	1	1	1
VIII Shop												
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
IX Science/Ag	3					3	3	3	3	3	3	3
Alt H.S.	1					1	1	1	1	1	1	1
(East) Classroom	4					4	4	3	4	4	4	4
total	39					39	39	38	39	39	39	39
Classrooms Needed						0	0	0	1	0	2	2
Portables	5					0	0	0	1	0	2	2
Future						0	0	0	0	0	0	0
Total	44					39	39	38	40	39	41	41
note: 6 period day/1 teacher prep period												
Storage Containers						3	3	3	3	3	3	3

\*Headcount

### Capacity and Space Needs

COLUMBIA JUNIOR HIGH SCHOOL		(based on District-adjusted 12/13 OSPI enrollment projections)										
Enrollment*		08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19
8		250	268	270	279	248	325	256	289	320	320	303
9		300	262	269	264	275	250	328	259	292	323	323
<b>Total 8-9</b>	<b>#</b>	550	530	539	543	523	576	584	548	612	643	626
<b>FTE</b>						523.00						
<b>Plan/Capacity**</b>	600											
<b>Teachers</b>						27	29	29	27	31	32	31
<b>Rooms</b>	<b># Avail</b>					<b>Use</b>	<b>Proj</b>	<b>Proj</b>	<b>Proj</b>	<b>Proj</b>	<b>Proj</b>	<b>Proj</b>
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
Drama	0					0	0	0	0	0	0	0
Art	1					1	1	1	1	1	1	1
Technology	1					1	1	1	1	1	1	1
Auditorium	0					0	0	0	0	0	0	0
Computer	1					1	1	1	1	1	1	1
Library	0					0	0	0	0	0	0	0
Classrooms	15					12	14	14	12	154	15	15
Gym	2					2	2	2	2	2	2	2
Weight Room	1					1	1	1	1	1	1	1
<b>Total</b>	<b>30</b>					<b>27</b>	<b>29</b>	<b>29</b>	<b>27</b>	<b>30</b>	<b>30</b>	<b>30</b>
<b>Classrooms Needed</b>						0	0	0	0	1	2	1
<b>Portables</b>	4					0	0	0	0	1	2	1
<b>Future</b>						0	0	0	0	0	0	0
<b>Total</b>	<b>34</b>					<b>27</b>	<b>29</b>	<b>29</b>	<b>27</b>	<b>31</b>	<b>32</b>	<b>31</b>
Note: 6 period day/1 teacher prep period												
<b>Storage Containers</b>												

\*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 12/13 OSPI enrollment projections)										
Enrollment*		08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19
6		261	288	251	289	249	281	311	311	294	320	333
7		250	257	281	246	320	252	284	315	315	298	324
<b>Total 6-7</b>	<b>#</b>	511	545	532	535	569	533	595	626	609	618	657
<b>FTE</b>						569.00						
<b>Plan Capacity</b>	530 <sup>M</sup>											
<b>Teachers</b>						28	27	30	31	30	31	33
<b>Rooms</b>	<b># Avail</b>					<b>Use</b>	<b>Proj</b>	<b>Proj</b>	<b>Proj</b>	<b>Proj</b>	<b>Proj</b>	<b>Proj</b>
ESL	1					1	1	1	1	1	1	1
Science	3					3	3	3	3	3	3	3
Drama						0	0	0	0	0	0	0
Shop	1					1	1	1	1	1	1	1
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
Gym	2					2	2	2	2	2	2	2
Wrestling	0					0	0	0	0	0	0	0
Classrooms	15					15	15	15	15	15	15	15
Sp. Ed.	1					1	1	1	1	1	1	1
LAP	0					0	0	0	0	0	0	0
<b>total</b>	26					26	26	26	26	26	26	26
<b>Classrooms Needed</b>						2	1	4	5	4	5	7
<b>Portables</b>	4					2	1	4	4	4	4	4
<b>Future</b>						0	0	0	1	0	1	3
<b>Total</b>	30					28	27	30	31	30	31	33
Note: 7 period day/1 teacher prep period												
<b>Storage Containers</b>						2	2	2	2	2	2	2

\*Headcount

### Capacity and Space Needs

ENDEAVOUR INTERMEDIATE		(based on District-adjusted 12/13 OSPI enrollment projections)										
Enrollment*		08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19
2		134	137	145	160	145	157	164	166	169	172	174
3		153	125	139	143	155	146	159	166	168	171	173
4		136	154	132	134	161	161	152	165	172	174	178
5		152	138	153	124	147	163	163	154	167	174	176
<b>Total 2-5</b>	<b>#</b>	575	554	569	561	608	627	638	651	676	691	701
<b>FTE</b>						608.00						
<b>Plan Capacity</b>	530											
<b>Teachers</b>						30	31	32	33	34	35	35
<b>Rooms</b>	<b># Avail</b>					<i>Use</i>	<i>Proj</i>	<i>Proj</i>	<i>Proj</i>	<i>Proj</i>	<i>Proj</i>	<i>Proj</i>
Sp. Ed.	2					2	2	2	2	2	2	2
Lab	1					1	1	1	1	1	1	1
ESL	1					1	1	1	1	1	1	1
Title I/Lap	2					2	2	2	2	2	2	2
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	30					30	30	30	30	30	30	30
<b>Classrooms Needed</b>						0	1	2	3	4	5	5
<b>Portables*</b>	4					0	1	2	3	4	4	4
Future						0	0	0	0	0	1	1
<b>Total</b>	34					30	31	32	33	34	35	35
*Share Discovery Portables												
<b>Storage Containers</b>						1	1	1	1	1	1	1

\*Headcount

## Capacity and Space Needs

ALICE V. HEDDEN ELEMENTARY		(based on District-adjusted 12/13 OSPI enrollment projections)										
Enrollment*		08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19
2		105	112	119	124	118	129	135	136	139	140	143
3		121	103	113	134	127	120	130	136	137	140	142
4		106	126	108	132	131	132	124	135	141	142	145
5		119	112	125	119	120	132	133	126	137	143	144
<b>Total 2-5</b>	<b>#</b>	451	453	465	509	496	513	522	533	554	565	574
<b>FTE</b>						496.00						
<b>Plan Capacity**</b>	485											
<b>Teachers</b>						25	26	26	27	28	28	29
<b>Rooms</b>	<b># Avail</b>					<b>Use</b>	<b>Proj</b>	<b>Proj</b>	<b>Proj</b>	<b>Proj</b>	<b>Proj</b>	<b>Proj</b>
Sp. Ed.	1					1	1	1	1	1	1	1
ESL	1					1	1	1	1	1	1	1
Lap	2					2	2	2	2	2	2	2
Comp. 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					17	18	18	18	18	18	18
total	26					25	26	26	26	26	26	26
<b>Classrooms Needed</b>						0	0	0	1	2	2	3
<b>Portables</b>	4					0	0	0	1	2	2	3
Future						0	0	0	0	0	0	0
<b>Total</b>	30					25	26	26	27	28	28	29
<b>Storage Containers</b>												

\*Headcount

\*\*Even though the Plan Capacity of Alice V. Hedden Elementary is listed at 485, the actual regular capacity of the facility is less than 485 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 12/13 OSPI enrollment projections)										
Enrollment*		08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19
Pre-School Sections		3	3	3	4	4	5	5	5	5	6	6
K		277	265	236	289	284	288	292	297	301	305	310
1		253	271	269	249	277	289	293	298	302	307	311
<b>Total K-1</b>		<b>530</b>	<b>536</b>	<b>505</b>	<b>538</b>	<b>561</b>	<b>577</b>	<b>585</b>	<b>595</b>	<b>603</b>	<b>612</b>	<b>621</b>
<b>FTE</b>						<b>419.00</b>						
<b>Plan Capacity</b>	<b>485</b>	<b>(Includes Preschool)</b>										
<b>Teachers</b>												
Teachers						29	30	30	31	31	31	32
Pre-School						4	5	5	5	5	6	6
total						33	35	35	36	36	37	38
<b>Rooms</b>	<b># Avail</b>					<b>Use</b>	<b>Proj</b>	<b>Proj</b>	<b>Proj</b>	<b>Proj</b>	<b>Proj</b>	<b>Proj</b>
Pre-Sch	3					3	3	3	3	3	3	3
Sp. Ed.	2					2	2	2	2	2	2	2
Title I	2					2	2	2	2	2	2	2
Music	1					1	1	1	1	1	1	1
ESL / LAP	1					1	1	1	1	1	1	1
Gym	1					1	1	1	1	1	1	1
Classrooms	19					19	19	19	19	19	19	19
total	29					29	29	29	29	29	29	29
<b>Classrooms Needed</b>						<b>4</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>9</b>
<b>Portables**</b>	<b>6</b>					<b>4</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>
Future						0	0	0	1	1	2	3
<b>Total</b>	<b>35</b>					<b>33</b>	<b>35</b>	<b>35</b>	<b>36</b>	<b>36</b>	<b>37</b>	<b>38</b>
<b>**Share Endeavour Portables</b>												
<b>Storage Containers</b>						<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>

\*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 affected our 2009-2011 enrollments. County records indicated this decline ended in 2011, as evidenced by our enrollment increase in 2012. With birth rates on the rise again, our student population is expected to increase by approximately 400 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 97.76 square feet per student compared to 90 in the state formula. The National average is 110.

**Study and Survey 2009** - To reflect current building conditions as well as capacity needs, the District finalized participation in another community-wide study and survey. The results of this survey included addressing the capacity needs at Fife High School due to projected enrollment growth at the secondary level. The proposal recommended an addition to the high school to make room for 10 new classrooms.

**Study and Survey Future** - In the spring of 2014 the District plans to begin another Study and Survey to provide updated information on our building needs. This will consist of a committee made up of community members, staff, parents, and other interested parties. This survey should take approximately 6 months. Results of this updated Study and Survey will be reflected in the Capital Facilities Plan following its completion.

## Future Classroom Needs

Although the projected enrollments shown on pages 6–11 indicate our schools are primarily over capacity at the elementary levels by 2018-19, the District will consider grade re-configuring and use of portable classrooms at our schools to help accommodate enrollment growth and to balance over-all enrollment among our six schools.

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 simply on past enrollment statistics through the 2012-13 school year. Since this forecast is conservative, the plan will be revised as necessary to account for anticipated enrollment growth and residential development.

	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19
FHS	6	5	3	0	0	0	0	1	0	2	2
COLUMBIA	0	0	0	0	0	0	0	0	1	2	1
SLMS	0	1	1	1	2	1	4	5	4	5	7
ENDEAVOUR	0	0	0	0	0	1	2	3	4	5	5
HEDDEN	0	0	0	0	0	0	0	1	2	2	3
DISCOVERY	3	2	1	2	4	6	6	7	7	8	9
<b>Classrooms Needed</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>8</b>	<b>12</b>	<b>17</b>	<b>18</b>	<b>24</b>	<b>27</b>

*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 at Columbia Junior High and Alice V. Hedden, as well as the proposed Fife Senior High addition are 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
2014	Study and Survey to begin again Spring 2014
2014-2015	Plan for senior high school addition and request bond issue
2016-2018	Build/occupy new addition

## **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, four 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 Fife Senior High Addition** - As a result of our study and survey completed in 2009, preliminary plans call for a \$25,581,973 expansion/remodel of the present high school within the next 6 years to accommodate growing secondary enrollments. The existing five portable classrooms will be removed to make way for the new 320 student addition.

## **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 Fife Senior High Addition** - The primary funding source for the Fife Senior High School addition will need Voted General Obligation Bonds, with impact fees providing an additional funding source. Due to inadequate state funding levels, the discrepancy still exists between the "square feet per student" used in the state formula and the actual space needed to provide a full instructional program with support services. Therefore, the District does not expect to qualify for matching funds for the Fife Senior High addition.

## **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) were updated in 2013, and are based on an analysis of all single and multiple-family new residential development projects constructed in the five years from 2008 – 2012 within Fife School District boundaries. The results were updated with 2013 student address data. (See Appendix Table 9.) Based on this most recent study, the single-family rate is calculated at \$1,051. The multiple-family rate is calculated at \$0. Because the updated analysis shows there were no high school students generated in the last five years from multi-family housing, the calculated fee has dropped to zero.

## **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 – 5<sup>th</sup> 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 enrollment at each grade level is identified in the tables on pages 6-11. The District is currently over capacity at the elementary level by 165 students, under capacity at the middle/junior high school level by 38 students, and over capacity at the high school level by 55 students.

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

- Construction of new capacity and remodel of Fife High School.

Based upon the District's capacity and enrollment projections, the District determined that the majority of its capacity improvements are necessary to serve students generated by new development, with the remaining additional capacity required to address existing needs.

Based on the District's student generation rates, the District expects that .379 students will be generated from each new single family home in the District and that .134 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.



## Appendix Table 1

### Fife School District Current Facilities Inventory

The inventory of current Instructional Facilities includes the following:

Name	Capacity* (Number of Students)	Location
<b>FIFE</b>		
<u>Elementary</u>		
Discovery Primary	485	1205 – 19 <sup>th</sup> Avenue, Milton WA 98354
Hedden Elementary	485	11313 8 <sup>th</sup> Street East, Edgewood WA 98372
Endeavour Intermediate	530	1304 – 17th 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 <sup>th</sup> 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 <b>FIFE</b>	Elementary Schools (1)	Middle/Jr Schools (2)	Senior High School
	97.77	150.34	184.46

(1) Includes Discovery @ 101.69, Hedden @ 104.18 and Endeavour @ 88.91.

(2) Includes Surprise Lake Middle School @ 126.85 and Columbia @ 175.91.

**Appendix Table 3**  
Public School Facilities  
Individual Capacity Projects

Name	Capacity
<b>Senior High Addition</b>	320

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

Sources/Uses	2009-2019
<b>Sources of Funds:</b>	
Existing Revenue:	370,750
New Revenue:	
Bonds, Not approved	26,000,000
Impact Fees	514,531
<b>Total Sources:</b>	<b>26,514,531</b>
<b>Use of Funds:</b>	
Capacity Projects:	
Senior Hi Addition	25,581,973
<b>Sub Total:</b>	<b>25,581,973</b>
Non-Capacity Projects:	932,558
<b>Sub Total:</b>	<b>932,558</b>
<b>Total Costs/Use of Funds:</b>	<b>26,514,531</b>
<b>Balance: Surplus or (Deficit)</b>	<b>0</b>

### Appendix Table 5

#### Public School Facilities Capital Facility Requirements to 2018-19

Time Period	Student Population/ Student Demand	Student Capacity	Net Reserve or Deficiency	Dollar Cost @ \$ per Student
2012-13 Actual	3,517	3,335	-182	-\$ 8,806,434*
2012-13 to 2018-19 Growth	4,000	3,655	-345	-\$ 16,693,515*

\* Calculated using cost per student (Table 6) avg. \$48,387 X deficiency.

### Appendix Table 6

#### Public School Facilities School District Cost per Student Headcount

District Name	Elementary School	Junior High School	Senior High School
Fife	\$22,887	\$42,330	\$79,944

Elementary School: calculated using actual Hedden Elementary cost of \$11,100,000 ÷ 485 (actual capacity).

Jr. High School: calculated using actual Columbia Jr. High cost of \$25,398,269 ÷ 600 (actual capacity).

Sr. High School: calculated using construction manager estimate of \$25,581,973 ÷ 320 (projected capacity).

### Appendix Table 7

#### PROJECTS CAPACITY TO HOUSE STUDENTS

	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19
New Addition							320
Core Capacity	3335	3335	3335	3335	3335	3335	3655
Portable # Change	0	0	0	0	0	0	-5*
Portable Capacity Change	0	0	0	0	0	0	-110
Portable Capacity	594	594	594	594	594	594	484
Core + Portable Capacity	3929	3929	3929	3929	3929	3929	4139
Projected Enrollment (Headcount)	3517	3590	3664	3756	3839	3954	4000
Surplus Capacity with Portables	412	339	265	173	90	-25	139
Surplus Capacity w/o Portables	-182	-255	-329	-421	-504	-619	-345

\* Removal of 5 portable classrooms from Fife High School, replaced by permanent addition.

### Appendix Table 8

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

	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Local Bond	State	Impact Fees/Other
New Capacity								\$25,067	\$0	\$515
# Portables Purchased										
Cost of Portables Purchased								\$0	\$0	\$0
Totals								\$25,067	\$0	\$515

## Appendix Table 9

### 2013 Fife School District Student Generation Rates\*

	Total Pierce and King County SGR	King County SGR	Pierce County SGR
<b>SINGLE FAMILY</b>			
Elementary -- K through 5	0.215	0.302	0.202
Middle School -- 6 through 9	0.109	0.140	0.104
High School -- 10 through 12	0.056	0.047	0.057
Total	0.379	.488	0.364
<b>MULTIPLE FAMILY</b>			
Elementary -- K through 5	0.090	0.000	0.090
Middle School -- 6 through 9	0.030	0.000	0.030
High School -- 10 through 12	0.015	0.000	0.015
Total	0.134	0.000	0.134

Grade	SF Combined	MF Combined
K	13	0
1	5	0
2	12	2
3	12	1
4	17	1
5	14	2
6	10	0
7	14	0
8	9	1
9	4	1
10	7	1
11	5	0
12	7	0
<b>Total Students</b>	<b>129</b>	<b>9</b>
<b>Total Units</b>	<b>340</b>	<b>67</b>

\*Note: These student generation rates are based on new residential development for the five year period 2008 through 2012.

## Six Year Transportation Improvement Program

From **2014** to **2019**

Agency: Fife

Co. No.: 27 Co. Name: Pierce Co.

City No.: 0450 MPO/RTPO: PSRC

Hearing Date: 7/23/2013 Adoption Date: \_\_\_\_\_

Amend Date: \_\_\_\_\_ Resolution No.: \_\_\_\_\_

Functional Class	Priority Number	Project Identification						Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only					
		A. PIN/Federal Aid No.		B. Bridge No.		Improvement Type(e)	Status	Total Length	Utility Codes	Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)		
		C. Project Title		D. Street/Road Name or Number								Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds								
		E. Beginning MP or Road - Ending MP or Road		F. Describe Work to be Done								Federal Fund Code	Federal Cost by Phase												
1	2	3						4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
11	1	POT Road Interchange Modification-Phase 1		I-5 SB and 34th Ave E		01 03 04	S	0.23	C P S T W	PE RW CN	1/1/2014 1/1/2014 6/1/2014	STP(U) STP(U) STP(U)	500 1950 13000	FMSIB WSDOT	1000	1150 2500	1650 4450 14000	1650 4450 4000	10000					EA	
										Totals		15,450		1000	3650	20100	10100	10000							
14	2	Pacific Highway E/54th Avenue E Intersection Improvements		Pacific Highway E/54th Avenue E		05 12	S	0.06	C P S G T W	ALL	1/1/2014					530	530	530					EA		
										Totals					530	530	530								
14	3	Pacific Highway E Non-Motorized Improvements		Pacific Highway E		03 12 32	S	0.68	C P S T W	PE RW CN	1/1/2014 1/1/2014 10/1/2014			WSDOT	1661	258 98 356	258 98 2017	258 98 151	1866				EA		
										Totals					1661	712	2373	507	1866						
16	4	20th Street E Reconstruction - 50th to 59th		20th Street E		03 04	P	.51	G C P S T W	ALL	1/1/2015					17600	17600				17600	EA			
										Totals					17600	17600			17600						



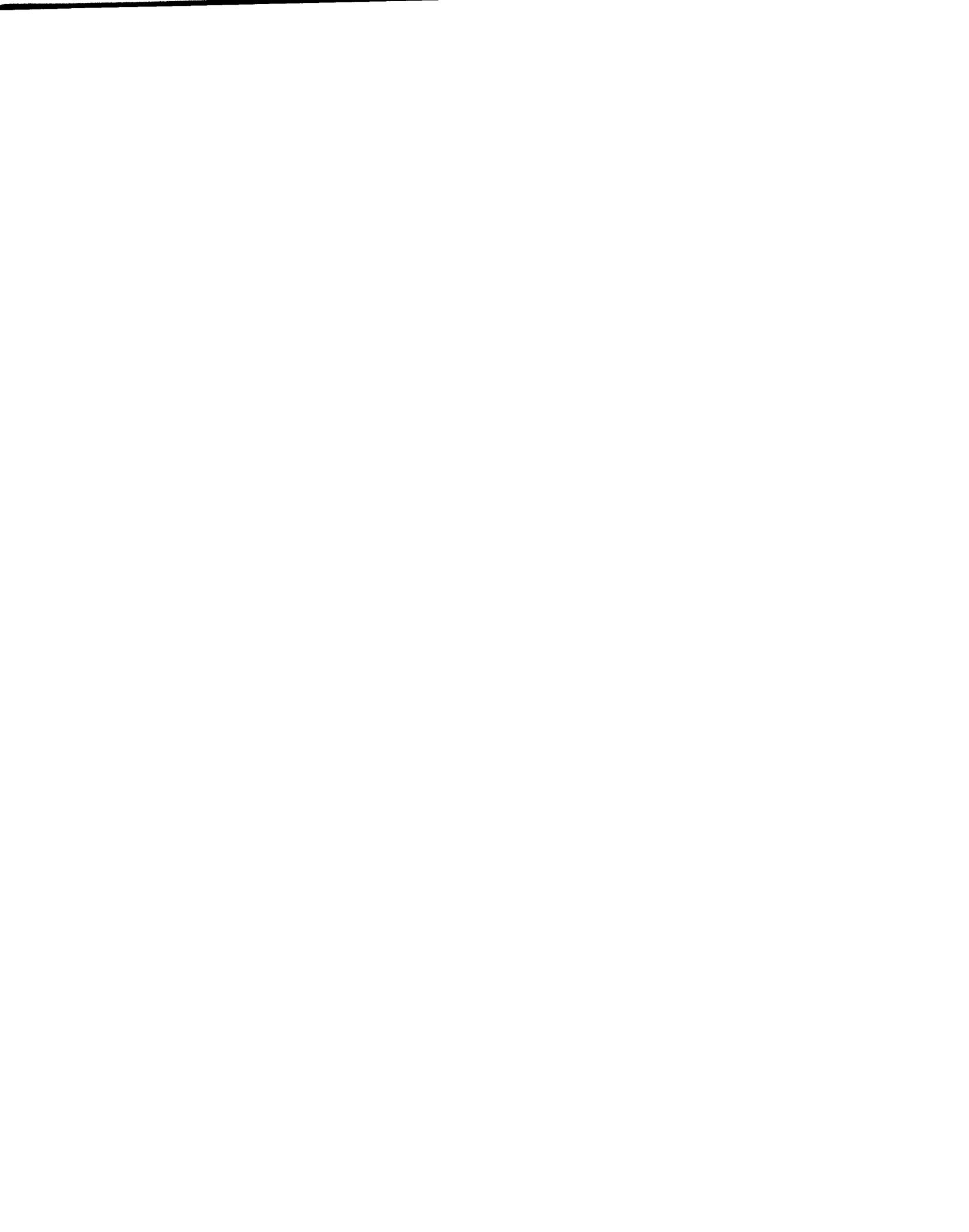
## Six Year Transportation Improvement Program

### From 2014 to 2019

Agency: Fife  
 Co. No.: 27 Co. Name: Pierce Co.  
 City No.: 0450 MPO/RTPO: PSRC

Hearing Date: 7/23/2013 Adoption Date: \_\_\_\_\_  
 Amend Date: \_\_\_\_\_ Resolution No.: \_\_\_\_\_

Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars									Expenditure Schedule (Local Agency)				Federally Funded Projects Only	
							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)	
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds							
									Federal Fund Code	Federal Cost by Phase											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
16	5	20th Street E Reconstruction - 59th to 70th 20th Street E from: 59th Avenue E to: 70th Avenue E Reconstruct and widen 3-lane roadway with curbs, gutters, sidewalks, bike lanes and drainage improvements. Construct new signal at 62nd Avenue E. Project total \$14,540.	03 05	P	0.65	C G P S T W	ALL	1/1/2015						14540	14540				14540	EA	
							<b>Totals</b>							14540	14540				14540		
11	6	54th Avenue E Interchange with I-5 54th Avenue East/I-5 Interchange from: Pacific Hwy to: 20th St E Rebuild I-5 interchange and intersections between Pacific Hwy and 20th St E. Project total \$63,500.	03 12	P	00		ALL	1/1/2015						63500	63500				63500	EA	
							<b>Totals</b>							63500	63500				63500		
17	7	Valley Avenue E Reconstruction - 54th to B.G. Valley Avenue E from: 54th Avenue E to: Brookville Gardens Reconstruct and widen 3-lane roadway and construct two roundabout intersections at 58th Avenue E and 62nd Avenue E. Project total \$18,131	03 05	P	1.2	C G P S T W	PE RW CN	8/1/2014 1/1/2014 6/1/2015						3657 761 13713	3657 761 13713				3657 761 13713	EA	
							<b>Totals</b>							18131	18131				18131		
19	8	54th Avenue East: Grade Separation 54th Avenue East from: Union Pacific Railroad to: Union Pacific Railroad Construct a grade separation structure that would reconnect the street. Project total \$13,000.	08	P	00	C G P S T W	ALL	1/1/2015						13000	13000				13000	EA	
							<b>Totals</b>							13000	13000				13000		



## Six Year Transportation Improvement Program

From **2014** to **2019**

Agency: Fife  
 Co. No.: 27 Co. Name: Pierce Co.  
 City No.: 0450 MPO/RTPO: PSRC

Hearing Date: 7/23/2013 Adoption Date: \_\_\_\_\_  
 Amend Date: \_\_\_\_\_ Resolution No.: \_\_\_\_\_

Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only	
							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information				1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)		
									Federal Funding		State Fund Code	State Funds							Local Funds	Total Funds
									Federal Fund Code	Federal Cost by Phase										
8	9	10	11	12	13	14	15	16	17	18	19	20	21							
11	9	POT Road Interchange Modification - Phase 2 I5 SB from: Port of Tacoma Rd. to: I5 SB Relocation of new exit ramp connecting I-5 SB to POT (Phase 2) Project total \$8800.	01 08 03	P			ALL	1/1/2015			FMSIB	5000	3800	8800				8800	EA	
							Totals					5000	3800	8800				8800		
11	10	POT Road Interchange Modification - Phase 3 I5 NB Interchange from: I5 Ramps to: POT Rd 20th St to 34th Ave Reconstruct NB I5 exit and entrance ramp connectors with Port of Tacoma Rd, 20th St E, and 34th Ave E and two signal installations. (Phase 3) Project total \$27,500.	01 08	P			ALL	1/1/2015			FMSIB	8200	19300	27500				27500	EA	
							Totals					8200	19300	27500				27500		
19	11	52nd Avenue E: New Road 52nd Avenue E from: Pacific Highway E to: 12th Street E Construct a new street from Pacific Highway E to 12th Street E. Project total \$3,660.	01	P	0.21	C G P S T W	PE RW CN	1/1/2014 1/1/2014 1/1/2015					689 378 2593	689 378 2593			689 378	2593	EA	
							Totals						3660	3660			1067	2593		
00	12	Grade Separation/Pedestrian Railroad Crossing Pedestrian Railroad Crossing from: 5 Acre Park to: Brookville Construct a pedestrian grade separation crossing of the UPRR from the city park in the Raindance neighborhood to the city park on the opposite side of the tracks fronting Valley Ave E. Project total \$4,800.	32 08	P	00		ALL	1/1/2015					4800	4800			300	4500	EA	
							Totals						4800	4800			300	4500		





# Six Year Transportation Improvement Program

From **2014** to **2019**

Agency: Fife

Co. No.: 27 Co. Name: Pierce Co.

City No.: 0450 MPO/RTPO: PSRC

Hearing Date: 7/23/2013 Adoption Date: \_\_\_\_\_

Amend Date: \_\_\_\_\_ Resolution No.: \_\_\_\_\_

Functional Class	Priority Number	Project Identification						Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only							
		A. PIN/Federal Aid No.		B. Bridge No.		Improvement Type(s)	Status	Total Length	Utility Codes	Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)				
		C. Project Title		D. Street/Road Name or Number								E. Beginning MP or Road - Ending MP or Road		F. Describe Work to be Done		Federal Funding								State Fund Code	State Funds	Local Funds	Total Funds
		Federal Fund Code	Federal Cost by Phase																								
1	2	3				4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21				
00	13	<b>Pavement Overlay Program</b> Location based on Pavement Condition Index from: Various to: Various Pavement Overlays on various streets Citywide. Year 1 = 70th Ave E to UPRR from North Levee Rd.				07	P	varies														CE					
Totals																											
00	14	<b>Sidewalk Extensions and Curb Return Reconstruction</b> Various from: Various to: Various Extend sidewalks to connect gaps between existing sidewalks and reconstruct curb returns for trucks at various locations city wide. Project total \$300				32	P	00														CE					
Totals																											
00	15	<b>Bike Lanes</b> Various from: Various to: Various Construct new bike lanes or shared-use paths and connect gaps between existing bike lanes at various locations city wide. Project total \$800.				32	P	00														CE					
Totals																											
16	16	<b>Freeman Road Reconstruction - North Segment</b> Freeman Road from: Valley Avenue East to: 20th Street East Reconstruct to 3-lane roadway with curbs, gutters, sidewalks, bike lanes and drainage improvements. Project total \$17,500.				03 04	P	1.42	C G P S T W														EA				
Totals																											



## Six Year Transportation Improvement Program

### From 2014 to 2019

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 Co. No.: 27 Co. Name: Pierce Co.

 City No.: 0450 MPO/RTPO: PSRC

 Hearing Date: 7/23/2013 Adoption Date: \_\_\_\_\_

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Functional Class	Priority Number	Project Identification					Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars						Expenditure Schedule (Local Agency)				Federally Funded Projects Only					
		A. PIN/Federal Aid No.	B. Bridge No.		C. Project Title						Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information				1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)				
		D. Street/Road Name or Number		E. Beginning MP or Road - Ending MP or Road		F. Describe Work to be Done							Federal Funding		State Fund Code	State Funds							Local Funds	Total Funds		
		Federal Fund Code	Federal Cost by Phase																							
1	2	3					4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		
14	17	70th Ave E RR Overpass 70th Ave E from: South of UPRR to: North of UPRR Construct an overpass structure above UPRR Project total \$25,000.					03 08	P	0.1	C G P S T W	ALL	1/1/2016					25000	25000				25000	EA			
<b>Totals</b>																	25000	25000				25000				
14	18	70th Avenue East Reconstruction - South Segment 70th Avenue East from: North Levee Road to: 43rd Street East Reconstruct a 5-lane section, from North Levee Rd. to 43rd Street E. - mostly developer funded Project total \$3000.					03	P	0.35	P T W C G S													EA			
<b>Totals</b>																										
06	19	Pacific Highway E Signal Interconnect Pacific Highway E from: Willow Road E to: 59th Avenue E Interconnect traffic signals on Pacific Highway E from Willow Road E to 59th Avenue E. Project total \$220					12	P	0.70	P G T S W C													EA			
<b>Totals</b>																										
06	20	Pacific Highway E Street Lighting (Phase 1) Pacific Highway E from: Alexander Avenue E to: 54th Avenue E Construct street lighting on Pacific Highway E from Alexander Avenue E to 54th Avenue E. Project total \$6,940.					12	P	0.75	P G T S W C														EA		
<b>Totals</b>																										





Washington State Department of Transportation

## Six Year Transportation Improvement Program

From **2014** to **2019**

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City No.: 0450 MPO/RTPO: PSRC

Functional Class	Priority Number	Project Identification					Project Costs in Thousands of Dollars										Expenditure Schedule (Local Agency)				Federally Funded Projects Only					
		A. PIN/Federal Aid No.	B. Bridge No.		Improvement Type(s)	Status	Total Length	Utility Codes	Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)				
		C. Project Title	D. Street/Road Name or Number								E. Beginning MP or Road - Ending MP or Road		F. Describe Work to be Done		Federal Funding								State Fund Code	State Funds	Local Funds	Total Funds
		Federal Fund Code	Federal Cost by Phase	Federal Fund Code							Federal Cost by Phase															
1	2	3					4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		
06	21	Pacific Highway E Street Lighting (Phase 2) Pacific Highway E from: Western City Limit to: Port of Tacoma Road Construct street lighting on Pacific Highway E from the western City limit to Port of Tacoma Road. Project total \$5,770.					12	P	0.63	P G T S W C													EA			
										Totals																
19	22	Extension of 59th Avenue E 59th Avenue East - Phase 2 from: Pacific Highway East to: 12th Street East Extension of 59th Avenue E north from Pacific Highway E to 12th Street E. Funded by the Puyallup Tribe. Project total \$3,000.					01	P	0.18	C G P T W S															EA	
										Totals																
00	23	Pedestrian Trail between Brookville Gardens to Torre Property Pedestrian Trail from: Brookville Gardens to: Torre Property Construct pedestrian trail connecting Brookville Gardens to Torre property through Wedge Park and Columbia JHS. Project total \$1,500.					32	P			ALL	1/1/2015					1500	1500				1500			EA	
										Totals																
16	24	Freeman Road Reconstruction - South Segment Freeman Road from: North Levee Road to: Valley Avenue East Reconstruct to 3-lane roadway with curbs, gutters, sidewalks, bike lanes and drainage improvements.					03 04	P	0.875	C G P S T W															EA	
										Totals																



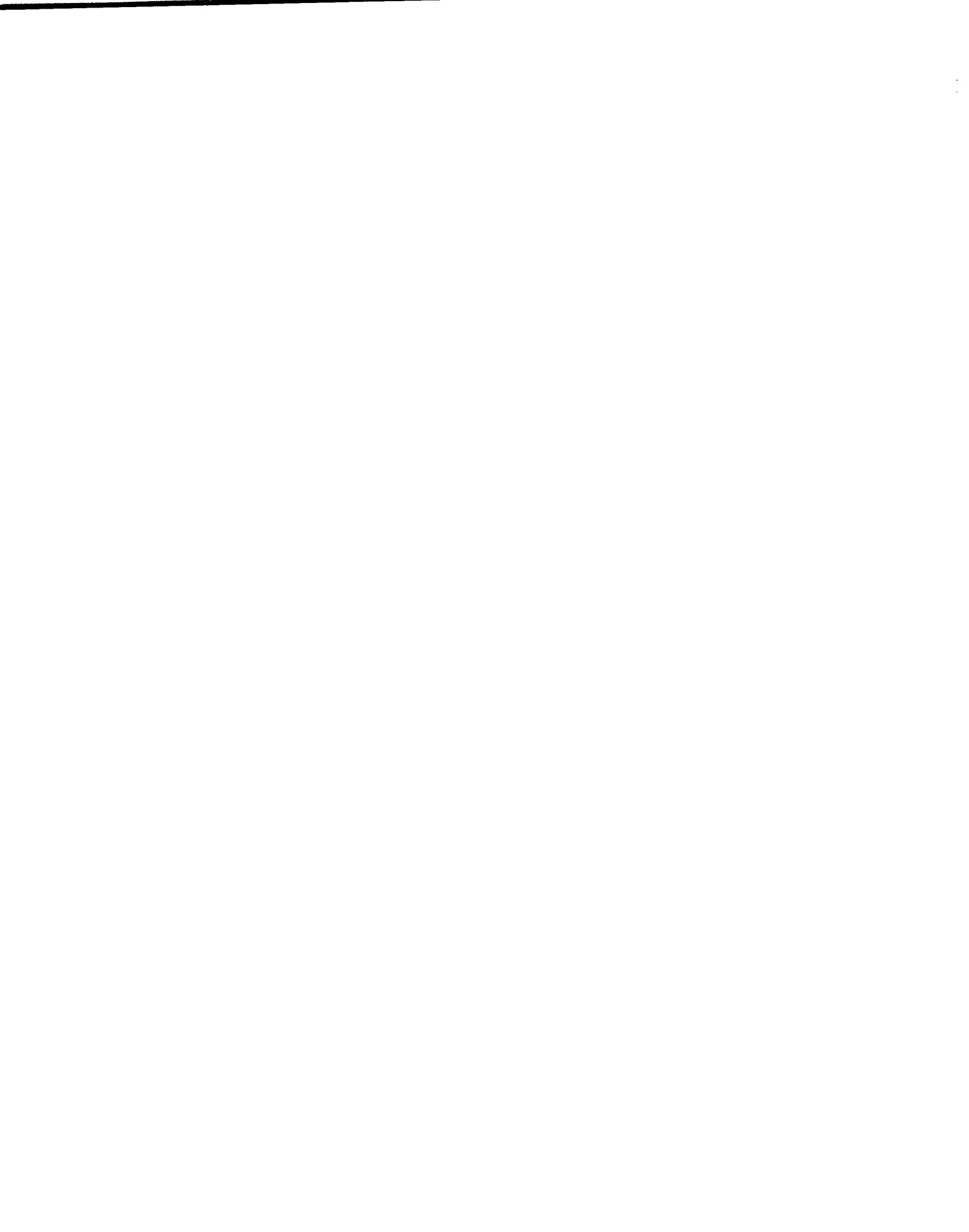
## Six Year Transportation Improvement Program

### From 2014 to 2019

Agency: Fife  
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Functional Class	Priority Number	Project Identification						Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only							
		A. PIN/Federal Aid No.		B. Bridge No.		Improvement Type(s)	Status	Total Length	Utility Codes	Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)				
		C. Project Title		D. Street/Road Name or Number								E. Beginning MP or Road - Ending MP or Road		F. Describe Work to be Done		Federal Funding								State Fund Code	State Funds	Local Funds	Total Funds
		Federal Fund Code	Federal Cost by Phase																								
1	2	3						4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		
14	25	19204-H (Pierce Co.)		70th Avenue Bridge: New Bridge		08	P	0.06	C G P S T W																EIS		
		70th Avenue East from: River Road East (SR167) to: North Levee Road Expedite construction of new bridge to cross the Puyallup River from River Road East to North Levee Road at 70th Avenue East. Project total \$20.						Totals																			
16	26	20th Street East/Frank Albert Road Signalization		20th Street East/Frank Albert Road		12	P	00																	EA		
		from: Intersection to: Intersection Signalization of the intersection - developer funded. Project total \$450.						Totals																			
16	27	20th Street East Reconstruction - 34th St E to Industry		20th Street East		03 05	P	0.11	G P T W C S	PE	1/1/2015					1	1						1		EA		
		from: 34th Street East to: Industry Drive East Reconstruct and widen 4-lane roadway with new signal.						Totals																			
17	28	Reconstruction of N Levee Road E - West Segment		N Levee Road E		03 04	P	.58		ALL	1/1/2015						12488	12488						12488	EA		
		from: Frank Albert Road E to: 54th Avenue E Reconstruct to a 3-lane roadway from Frank Albert Road E to 54th Avenue E - Phase 1 Widening. Project Total \$12,488.						Totals																			
														12488	12488					12488							



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Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)	
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds							
									Federal Fund Code	Federal Cost by Phase											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
16	29	20th Street East Reconstruction - Industry to 54th Street East from: Industry Drive to: 54th Ave E Reconstruct 3-lane roadway to add bicycle lanes.	03 05	P	0.43	C G P S T W	PE	1/1/2015						1	1				1	EA	
							<b>Totals</b>							1	1				1		
17	30	Reconstruction of N Levee Road E - Central Segment N Levee Road E from: 54th Avenue E to: 70th Avenue E Reconstruction of N Levee Road E from 54th Avenue E to 70th Avenue E to a 3-lane roadway section. Project total \$22,990.	03 04	P	1.3	C P T	PE	1/1/2015	4829	1/1/2015				4829	4829				4829	EA	
							RW	1/1/2015	53					53					53		
							CN	6/1/2016	18108					18108					18108		
							<b>Totals</b>							22990	22990				22990		
16	31	N Levee Road E Reconstruction - East Segment N Levee Road E from: 70th Avenue E to: Freeman Road E Reconstruct roadway to a 3-lane roadway section. Project total \$15,545.	03 04 12	P	0.80	C G P S T W	PE	1/1/2016						3264	3264				3264	EA	
							RW	1/1/2017	41					41					41		
							CN	1/1/2017	12240					12240					12240		
							<b>Totals</b>							15545	15545				15545		
17	32	Frank Albert Rd Overcrossing I-5 Frank Albert Rd E from: 20th St E to: Pacific Hwy E Extend Frank Albert Rd from 20th St E to Pacific Hwy E including new bridge over I-5 Project total \$24,300.	01 08	P	0.25	C G P S T W	PE	1/1/2016						1	1				1	EIS	
							<b>Totals</b>							1	1				1		



## Six Year Transportation Improvement Program

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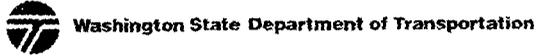
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		A. PIN/Federal Aid No.		B. Bridge No.		Improvement Type(s)	Status	Total Length	Utility Codes	Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)				
		C. Project Title		D. Street/Road Name or Number								E. Beginning MP or Road - Ending MP or Road		F. Describe Work to be Done		Federal Funding								State Fund Code	State Funds	Local Funds	Total Funds
		Federal Fund Code	Federal Cost by Phase	10	11							12	13	14	15	16	17	18	19	20	21						
1	2	3						4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		
17	33	<b>48th Street East Reconstruction</b> 48th Street East from: 70th Avenue East to: Freeman Road Major roadway widening to a 3-lane section and add signalization. Largely developer funded.						04	P	0.75	C G P S T W	ALL	1/1/2015											EA			
											Totals																
14	34	<b>70th Avenue East Reconstruction - North Segment</b> 70th Avenue East from: 20th Street East to: Pacific Hwy E Reconstruct 4-lane roadway section including curbs, gutters & sidewalks. Widen roadway. Replace I-5 Bridge - WSDOT Project. Project total \$66,900.						04 09 02	P	0.50	C S P T G W	ALL	1/1/2015			WSDOT	66900				66900					EA	
											Totals																
19	35	<b>52nd Ave E Improvement</b> 52nd Avenue East from: 15th St Ct E to: Pacific Highway East Improve 52nd Avenue East North from 15th St Ct E to Pacific Highway East. Project total \$250.						03	P	0.1	C G P S T W	PE	1/1/2014						250	250				250		EA	
											Totals																
17	36	<b>45th Street E Extension/Reconstruction</b> 45th St E from: 70th Ave E to: Freeman Rd E Reconstruct 3-Lane Roadway. Largely developer funded						03	P	0.75	C G P S T W	ALL	1/1/2015													EA	
											Totals																





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							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)			
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds									
									Federal Fund Code	Federal Cost by Phase													
8	9	10	11	12	13	14	15	16	17	18	19	20	21										
17	37	12th Street East Reconstruction 12th Street East from: 62nd Street East to: Alexander Avenue East Reconstruct to a 3-lane roadway with curbs, gutters, sidewalks, and drainage from 62nd St. E. to Alexander Ave. E. Project total \$10,000.	03	P	1.25	C G P S T W	PE	1/1/2016						1	1					1	EA		
							Totals							1	1					1			
16	38	New Connector Arterial - 40th St E/78th Ave E 40th St E/78th Ave E from: 70th Ave E to: Freeman Rd E Construction of a new 3-Lane Roadway. Developer funded.	01	P		C G P S T W	ALL	1/1/2015													EA		
							Totals																
00	39	Puyallup River Trail: New Trail Puyallup River Trail from: 54th Avenue East to: 66th Avenue East Construction of a 1.7 mile segment of the overall 10-mile Puyallup River Trail.	32	P	1.70		PE	1/1/2015						1	1						EA		
							Totals							1	1						1		
16	40	20th Street E Reconstruction - 70th to Freeman 20th Street E from: 70th Avenue E to: Freeman Road E Reconstruct a 3-lane section with curbs, gutters, sidewalks, bike lanes and drainage improvements. Project total \$8,880.	03	P	0.85	C G P S T W	PE	1/1/2015						1	1						EA		
							Totals							1	1						1		





Washington State Department of Transportation

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							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)	
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds							
									Federal Fund Code	Federal Cost by Phase											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
17	41	62nd Avenue East Reconstruction - North Segment 62nd Avenue East from: Pacific Hwy E to: 12th Street East Reconstruct 3-lane roadway with curbs, gutters, sidewalks and drainage.	03	P	0.23	C G P S T W	PE	1/1/2015						1	1					EA	
							Totals							1	1						
19	42	74th Avenue East: New Road 74th Avenue East from: 45th Street East to: 48th Street East Construct a new road with 3 lanes from 45th Street East to 48th Street East. Developer funded.	01	P	0.17	C G P S T W	ALL	1/1/2015												EA	
							Totals														
16	43	20th Street East/58th Avenue East Signalization 20th Street East/58th Avenue East from: Intersection to: Intersection Signalization of intersection. Project total \$450.	12	P	00		ALL	1/1/2015					450	450				450		CE	
							Totals						450	450				450			
19	44	62nd Avenue E Overpass and Reconstruction 62nd Avenue E from: 20th Street E to: Pacific Hwy E Extend 62nd Ave E from 20th St E to Pacific Hwy E, including I-5 overpass, reconstruct existing street sections, two new traffic signals, and provide new access to developments south of I-5. Project total \$26,300.	03 01 08	P	0.06	C G P S T W	PE	1/1/2017						1	1					EA	
							Totals							1	1						





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		C. Project Title	D. Street/Road Name or Number								Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds						
		E. Beginning MP or Road - Ending MP or Road	F. Describe Work to be Done								Federal Fund Code	Federal Cost by Phase										
1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
16	45	Connector Arterial: New Road		01	P	0.60	C G P S T W	ALL	1/1/2016											EA		
		Connector Arterial (@32nd St. East)		from: 54th Avenue East to: Frank Albert Road		Construction of a new 3-lane roadway with curbs, gutters, sidewalks, and utilities (Tribal funded).		Totals														
17	46	12th Street E-Extension		01	P	0.50	C G P S T W	PE	1/1/2017					1	1						1	
		12th St. E.		from: Alexander Ave. E. to: 34th Ave. E.		Construct new 3-lane roadway extension of 12th Street E from Alexander Avenue to 34th Avenue E Project total \$9000.		Totals														
16	47	66th Avenue E		01	P	0.38	P C G S T W													EA		
		66th Avenue E		from: 20th St E to: 26th St E		Construct new road connecting 20th St E and 26th St E primarily developer funded Project total \$5,500.		Totals														
<b>Grand Totals for Fife</b>										15,450	82,761	241,455	339,666	11,137	11866	3,568	313,095					



## II. Plan Summary

### A. Citizen Participation

The Growth Management Act (GMA) places a high degree of importance on citizen participation and establishes early and continual citizen participation as the basis for the community's comprehensive planning process. The importance of citizen participation is reflected in Statewide Planning Goal 11 which states,

“(11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.”

In addition, RCW 36.70A.140 entitled “Comprehensive Plans – Ensure public participation” requires that each county or city planning under the GMA have public participation program. RCW 36.70A.140 states, in part,

“Each county and city that is required or chooses to plan under RCW 36.70A.040 shall establish and broadly disseminate to the public a public participation program identifying procedures providing for early and continuous public participation in the development and amendment of comprehensive land use plans and development regulations implementing such plans. The procedures shall provide for broad dissemination of proposals and alternatives, opportunity for written comments, public meetings after effective notice, provision for open discussion, communication programs, information services, and consideration of and response to public comments...”

The foundation of the comprehensive plan must be the citizens' vision for their community's future. Appropriate tools and resources to move the community towards the goals set out in the comprehensive plan. To achieve this foundation, citizen participation is essential.

Fife's 1996 Comprehensive Plan was developed by a Comprehensive Plan Task Force, a group of local citizens who represent a diverse set of interests and points of view, with technical assistance from the City staff. The wider community was asked to give its input at various points along the way.

Various revisions to the Plan resulting in a 2005 plan update included the use of community surveys, public notices, public meetings and public hearings (including televised City Council meetings), workshops, newspaper articles, and all required legal notices. The result was an updated plan reflecting Fife's citizens' vision for the future of their community including methods for reaching that future while meeting the challenges of guiding growth in the community in a positive and sustainable manner. The 2005 revision, however, maintained the 1996 Plan's vision and most of the policies established by that Plan.

In 2013 the City of Fife began the process for updating the Comprehensive Plan for the required GMA update (with a June 2015 completion deadline (RCW 36.70A.130)). An updated Public Participation Plan was prepared for the 2015 GMA update process recognizing, in part, the growing evolution of public participation techniques including, but not limited to, social media.



Public Participation techniques must be transparent and clear. The City will encourage and facilitate public participation in the planning process utilizing the objectives and techniques listed below, tailored to the complexity and nature of the specific plan and/or development regulation amendment. This recognizes that different levels of public participation techniques are appropriate for different plan and development regulation amendments.

For the purposes of complying with RCW 36.70A.140, the following constitutes the City's Public Participation Program. The Public Participation Program is designed to meet the following objectives:

- Provide a roadmap for the public, outlining a clear and accessible public process.
- Outline a broad base of participants.
- Make a concerted and continuous effort to ensure that elected officials, advisory commissions/boards and staff are fully aware of and understand community and stakeholder concerns.
- Encourage participation among all age groups, specifically retired and young individuals.
- Meet the requirements of the Growth Management Act.

In order to ensure adequate public participation and notification, the City of Fife will use a range of public participation techniques. In developing the list of public participation techniques, it is recognized that different plan and/or development regulation amendments will warrant a specific Public Participation Program tailored to the amendment and its complexity. This evaluation will be done on a case by case basis ensure proper public participation and public notification.

Public participation methods include, but are not limited to:

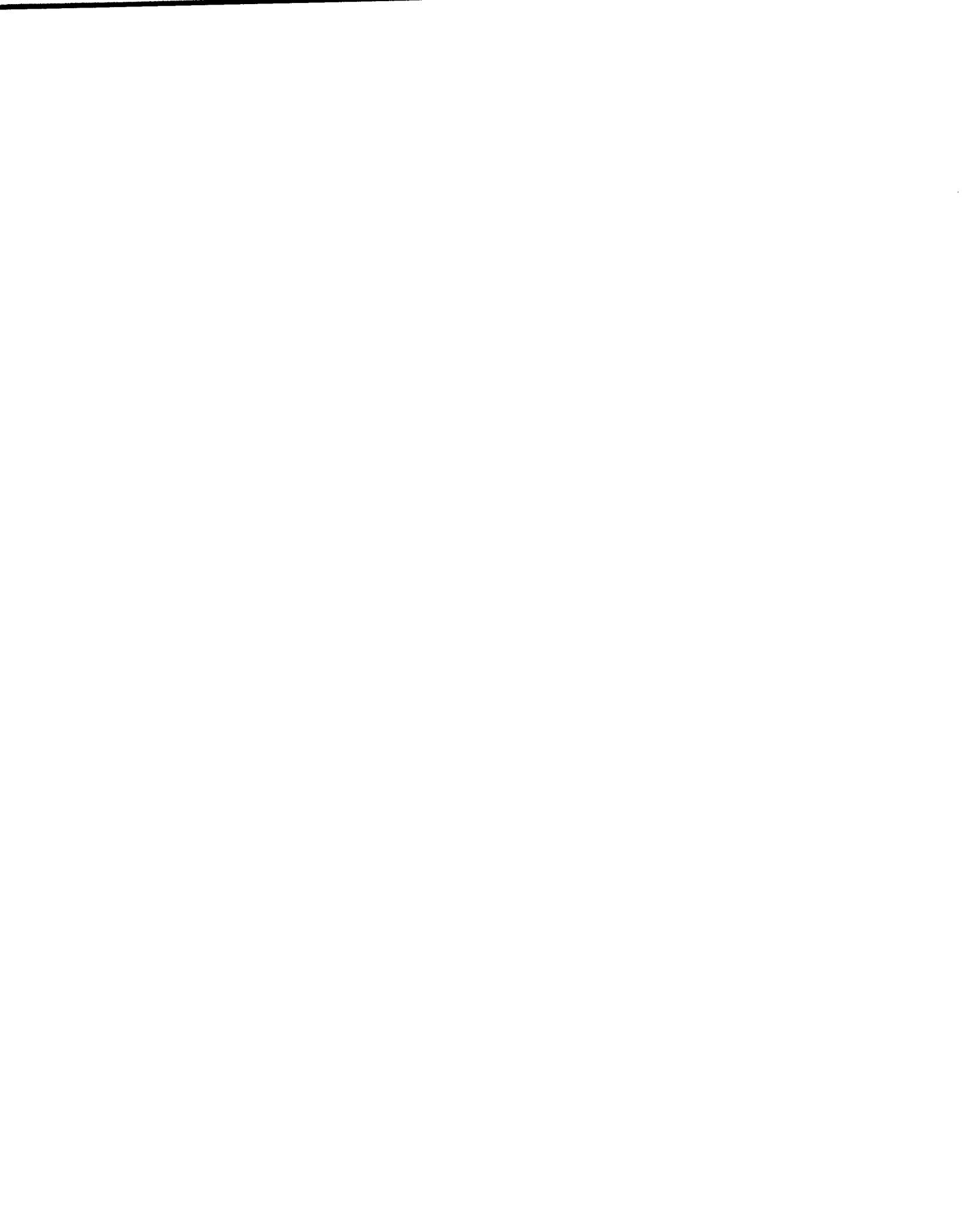
- Newspaper advertisements within the Tacoma News Tribune and Fife Flyer.
- Mailing notices to property owners and residences within a certain radius of site specific proposals.
- Public Workshops and Open Houses.
- Meetings with the City Council, Tree, Parks, and Planning Commissions.
- Public Hearings.
- Mailing notification within utility bills.
- Posting notices in general locations including City Hall, the Fife Library and the Fife Community Center.
- Notices and/or special videos on the cable access channel.
- Informational pages or notices on the City Website.
- Public Surveys.
- City social networking sites.
- Mayors Forum.
- Announcements at regional board or commissions.
- Booth at the Harvest Festival and other community events
- Citizens Advisory Committees.
- Email listserv.



- Notification to Homeowner's Associations.
- Postings on the City's electronic reader board at the Community Center.

In addition to public hearings required by law, public participation will also be solicited through the SEPA process.

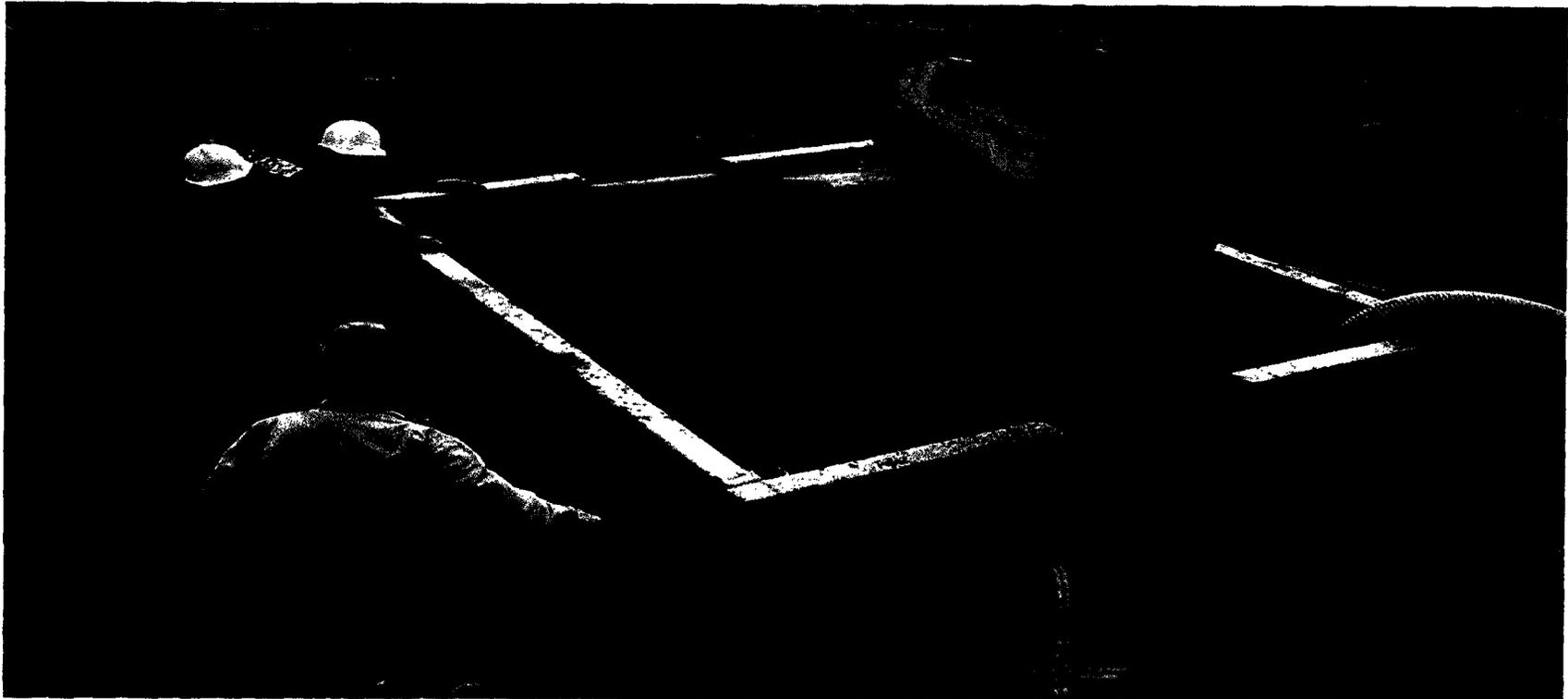
Since the time the Growth Management Act's initial adoption, the internet and social networking sites have become increasingly more popular. Facebook, Google+, Twitter, Pinterest, Gowalla, YouTube and others may be utilized (where appropriate) to aid in public participation. Additional new techniques and methods to increase transparency and public participation will likely present themselves; the City will look to employ those opportunities in the future as appropriate.



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**Element 7**

***CAPITAL FACILITIES***



7-0

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## I. Introduction

The City of Fife adopted its current Comprehensive Plan on May 28, 1996. It is updated annually, and in 2005 received a major update. This Plan contains elements (sections) on land use, housing, transportation, utilities, and capital facilities.

Section 36.70A.070 of the Revised Code of Washington (RCW) sets forth the requirements of the capital facilities element:

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

Title 36.70A of the RCW does not define capital facilities. However, it defines “public facilities” to include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreation facilities, and schools. It defines “public services” to include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other government services. Capital projects could include acquisition of land for public purposes, construction of new facilities such as a school, water line, or street intersection improvement, rehabilitation or major repair of an existing facility, or any planning, feasibility, engineering, or design studies related to a designated capital improvement program or project.

The Plan’s Capital Facilities Element (CFE) has served as a basis for delineating planned capital projects through its six year schedule of needed major capital expenditures to purchase, construct, replace, repair, rehabilitate, or study projects for public facilities. The CFE includes an inventory of the condition and adequacy of existing public facilities, recommends proposed improvements, and establishes an implementation schedule. The eight categories analyzed in this element are water, sewer, stormwater, transportation, fire protection, schools, community facilities, and essential public capital facilities.

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This Revised Capital Facilities Plan Element is a major update to the CFE of the Comprehensive Plan. It represents the City's renewed effort to provide a coordinated six year plan for achievable capital improvements throughout the community's Urban Growth Area from 2009 through 2014, and a more general list of projects for 2015-2027. It also sets level of service standards for major public facilities within the framework of coordinated land use planning. The needs for this update include:

1. Amendments to the Growth Management Act enacted after the adoption of the 1996 Plan.
2. New laws and other changes, such as the Endangered Species Act listings, that affect local plans and regulations.
3. Availability of new data, ideas, and concepts.
4. Other Comprehensive Plan studies updated and adopted by the City of Fife subsequent to the adoption of the 1996 Plan. These are:
  - Water System Plan – adopted May 26, 2009 *Resolution 1303*
  - Sewer System Plan – November 24, 1998
  - Comprehensive Parks, Recreation and Open Space Plan – January 22, 2008 *Resolution 1163*
  - Comprehensive Stormwater Management Plan – October 22, 2002
  - Transportation Plan – December 10, 2002
  - Facilities Needs Study and Assessment – November 24, 2009

This Revised Capital Facilities Plan Element does not duplicate all the technical data, inventories, and findings contained in the above plans. It serves, rather, as a summary and coordinating document that provides an integrated six year capital improvement program based primarily on the findings of those plans. It again looks at all public facilities owned and operated by the City of Fife to carry out its functions and to provide service to its citizens within the eight categories included in the Capital Facilities Element. Police, parks, recreation and open space, and municipal facilities are included under Community Facilities. The Revised Capital Facilities Plan Element includes all lands within the Fife Urban Growth Area (UGA). It also discusses facilities and services owned, operated, and provided by other agencies within the UGA: the City of Tacoma, the City of Milton, Pierce County, Pierce Transit, and the Washington State Department of Transportation (WSDOT). Finally, it sets forth policies regarding the siting of essential public capital facilities within the Fife UGA.

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## II. Purposes and City Use of the Capital Facilities Plan Element

The Revised Capital Facilities Plan Element will be used by the City to:

1. Integrate the construction, operation, and maintenance of capital facilities with the City's annual budget.
2. Provide capital facilities for land development that is envisioned or authorized by the Land Use Element of the Comprehensive Plan.
3. Coordinate and provide consistency among City and other agency plans developed to identify capital improvement needs.
4. Ensure the timely provision of adequate facilities as required by the Washington Growth Management Act.
5. Acquire improved ratings on bond issues for capital facilities.
6. Qualify for grants and loans from other agencies.

RCW 36.70A.120 requires the City to "make capital budget decisions in conformity with its comprehensive plan". The Capital Facilities Plan Element provides the City with a means for planning and implementing priority public facilities projects and services for the next six years. It integrates long range comprehensive planning with capital improvements and annual budgeting. Through the development and adoption of this Element, the City assures itself of having the necessary facilities and services prior to or at the same time as new development. It assists the City in programming, budgeting, project tracking, and meeting concurrency requirements.

1. Programming – The City schedules needed capital projects through a workable implementation program, based on the goals, objectives, and policies of the Comprehensive Plan.
2. Budgeting – Preparation of the Capital Facilities Plan Element under the GMA requires the inclusion of a financial plan that identifies funding sources for all proposed capital projects during the Element's six year period. The City must be able to integrate its capital budget with its operating budget, and must maintain an achievable Capital Facilities Plan to be eligible and competitive for grants and loans.
3. Project tracking – The Element provides the City with a means of monitoring the progress of the listed projects. As a long range policy document, it provides the community decision makers and staff with a guide for implementation and plan consistency.
4. Concurrency and Level of Service Standards – Based upon the GMA, the City requires that public facilities and services necessary to support new development and needed to maintain minimum local level of service standards must be available concurrent with development. It defines "concurrent with development" as "improvements or strategies that are in place at the time of development, or that show financial commitment is in place to complete the improvement or strategies within six years". Concurrency looks at the demand for and the capacity of capital

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facilities and is a key to coordinated land use and capital facilities planning. This requires development approval to be coordinated with the capital improvement projects listed in this Element.

### III. Community Goals

As part of its comprehensive planning process, the community of Fife has developed the following Vision Statement:

*Fife will be a city where there is balance between residential, commercial, and industrial growth and a city with a wholesome, restful, neighborhood-like atmosphere.*

The Introduction section of the Fife Comprehensive Plan lists eight “Framework Policies” for the Plan. These are:

- A. Provide a means for the City to reach its desired future.
- B. Manage growth in a logical, sustainable manner.
- C. Provide for citizen involvement.
- D. Conduct coordinated planning.
- E. Control urban sprawl through the designation of an urban growth area, use of concurrency requirements, and other methods.
- F. Provide for the conservation of natural resource lands.
- G. Protect sensitive environmental areas.
- H. Provide for the coordinated sustainable economic health of the community.

The Capital Facilities Element of the Plan can play a key role in promoting the type of environment described in the Vision Statement and in implementing the Plan’s Framework Policies.

The primary goal of the Capital Facilities Element is:

*To provide for the facilities and services required to support the quality of life and the growth and development concepts of the Plan’s Land Use Element.*

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Objectives to achieve this goal include:

1. Develop a timetable for development of a full range of community facilities and services in an efficient manner to meet current and future needs.
2. Provide the community with a guide for the timely construction of proposed capital facility improvements to effectively accommodate new development that the City envisions in its Comprehensive Plan.
3. Provide the citizens of Fife with safe and well-maintained public facilities in logical and convenient locations to facilitate the delivery of services to meet the needs of all areas of the community.
4. Utilize available revenue sources for funding capital facilities, especially sources that require a Capital Facilities Plan in order to be eligible for grants or loans.
5. Meet concurrency requirements that sufficient public facility capacity be available as development takes place so that the level of service is maintained at the standards adopted by the City.

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## IV. Concurrency

Concurrency is a growth management concept that assures consistency between development and availability of municipal facilities and services such as water, sewer, transportation, parks, and schools. Section 36.70A.020 of the RCW sets forth as a planning goal:

*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 without decreasing current service levels below locally established minimum standards.*

To meet this goal, the City has developed a Concurrency Management System (CMS). This system sets forth the City's concurrency policies and is used to insure that development permits, approvals, and other land use decisions will not result in the reduction of the level of service below the standards set out in the Comprehensive Plan. The CMS is set forth as an Appendix to this Capital Facilities Plan Element.

If a proposed development would lower any facility's level of service below any adopted standard, the City could only approve the project if the level of service is restored. The developer and the City have several options in this regard. They include:

1. Developer Provided Improvements – The project owner or developer may provide the necessary improvements to maintain level of service standards. In such cases, the project application must include appropriate plans for improvements, documentation that such improvements are designed to provide the capacity necessary to achieve or maintain level of service standards, and recordable instruments guaranteeing the construction of such facilities.
2. Impact Fees – Impact fees are assessments levied against the developer to pay for developer-generated impacts on public facilities and services. State law permits impact fees to be levied for roads, parks and recreation facilities, municipal fire services, and schools.
3. Local Improvement Districts (LID's) – Local improvement districts can be created to assess benefiting property owners for their fair share of the costs for needed public improvements. LID's are often used to pay for road, sewer, water, and stormwater projects.
4. Project Alteration – The proposed project may be changed so that its impact on capital facilities can be met by available capacity.
5. Postponement of Development – The proposed project may be postponed to a specific year or until the City can provide the necessary additional public facilities or services capacity.



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## V. Level of Service Standards

The Growth Management Act requires the establishment of level of service (LOS) standards for those capital facilities for which such standards can be quantified. The individual studies and plans listed in Section I of this element establish some of the City's LOS standards. However, some of those are engineering standards and not included in this Capital Facilities Plan Element. Other standards have not been established or should be updated.

Level of service standards should:

- Assure that the City's most important service needs are met, but not be so restrictive that they discourage growth.
- Assure appropriate quality of facilities and services as well as quantity.
- Be realistic and capable of being maintained.
- Be appropriate for the City, based on its characteristics, needs, and priorities.
- Be flexible.
- Inspire excellence rather than perpetuate minimal acceptable standards.
- Promote efficient, effective service delivery.
- Encourage ongoing monitoring and maintenance of standards once achieved.
- Lead to correction of deficiencies within developed areas as well as assuring that facilities are provided in newly developed areas.
- Be understandable and valid, measuring what is intended to be measured

The City should not adopt more standards that it can manage or maintain. Based on the above criteria, the following levels of service standards are hereby established for capital planning purposes.

### **Water**

*Source capacity and reliability* – The total source capacity in millions of gallons per day (mgd) should equal or exceed the design maximum demand rate plus the rate necessary to replace within 24 hours the amount of stored water for fire protection.

in accordance with WAC.

(WAC)

in accordance with WAC.

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**Sewer** - Residential flow standard – 230 gallons per day.

**Stormwater** - Minimum flow capacity – a 25 year storm.

**Transportation**

*Highway capacity Manual (HCM) Level of Service – D.* (For transportation, the level of service is the traffic facility’s ability to carry traffic load within a transportation corridor, such as streets and intersections. The various levels comprise levels A, B, C, D, or E, with C comprising “average delays.” Level of service “D” borders on a range on which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. Average travel speeds are about 40 percent of free flow speed.)

*Pavement condition rating (Pavement Serviceability Rating or PSR): 4* (Good-Gives a first-class ride and exhibit few, if any, visible signs of surface deterioration. Flexible pavements may be beginning to show evidence of rutting and fine random cracks. Rigid pavements may be beginning to show evidence of slight surface deterioration, such as minor cracks and spalling.) Rating established by the American Association of State Highway Transportation Officials (AASHTO).

*Road coverage in storm event:* A 10 foot lane on all arterial and collector streets free of standing water during 100 year storm.

**Fire Protection** - Per City of Tacoma Standards

**Police/Courts** - Maximum emergency response time – 5 minutes

**Parks/Recreation/Open Space**

*Total acres for all public/private parks/recreation/open space/facilities per 1,000 population - 39.8*

*Total acres for all public and private parks/recreation/facilities without open space/resource conservancy per 1,000 population – 8.5*

**Schools**

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The Puyallup School District has adopted the following level of service standards:

*Elementary schools (K-6) – 94 square feet of permanent building per student*

*Junior highs (7-9) – 123 sf per student*

*Senior highs (10-12) – 134 sf per student*

The Fife School District has adopted the following level of service standard:

*Maximum number of students per class – 22*

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## VI. Funding and Financing Capital Improvements

RCW Section 36.70A.070 requires that the Capital Facilities Element of the Comprehensive Plan include “at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes”. Fife’s six year plan includes specific capital improvement projects, timing for implementation, and sources of funding. A limitation on funding resources requires setting priorities for necessary facilities. In recent years, as federal and state assistance has diminished, Fife has financed the majority of its public improvements with local dollars, particularly in its water system. This has required the City to develop alternatives for capital improvements in case of inadequate funding. One or more of the following actions may be necessary should shortfalls occur:

1. Increase City revenues.
2. Decrease level of service standards.
3. Decrease facility costs.
4. Decrease demand for public services and facilities.

The following is a list of most of the available major funding sources that can be used for capital improvements and the type of capital facilities that may be eligible for such funding or for which the revenue is normally used. The list does not include normal City operating revenues, such as its general mill levy, nor funds for which the City of Fife is not eligible.

### Grants

1. Community Development Block Grants – Funds local housing, public and community facilities, economic development, and planning projects that principally benefit low income households. (Water, sewer, stormwater, transportation, parks)
2. Community Development Revitalization Board – Provides grants to help finance public infrastructure required by business and industry. Supports industrial development, job retention, and creation. (Water, sewer, stormwater, transportation)
3. Washington Department of Ecology – Offers wastewater grants, water quality financial assistance, and storm water pollution grants. (Water, sewer, stormwater)
4. State Office of Community Development – Offers grants for growth management updates (Water, sewer, stormwater, transportation)
5. 2% Casino Impact Fees – The City is eligible for grants from the Puyallup Tribe for mitigating impacts of the Emerald Queen Casino. (Any facility if impact is shown)



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**Mitigation Fees** – The State Environmental Policy Act (SEPA) grants the City wide-ranging authority to impose conditions relating to a project’s environmental impacts. In order to use SEPA to impose impact fees, the City must establish a proper foundation, rationally related to impacts identified in threshold determination documents or environmental impact statements. Fees collected under SEPA may not duplicate fees collected under other sources of authority. (Water, sewer, stormwater, transportation)

**User rates** – User rates for existing customers can be adjusted to offset costs related to increasing system capacity or improving the existing level of service. (Water, sewer)

**Connection fees** – The City can amend additional hook up and connection charges to offset the costs of extending services and increasing system capacity. Surcharges are frequently applied to properties adjacent to City services where the owners petition for the extension of City services outside municipal boundaries. (Water, sewer)

**Public Safety Fund** – The purpose of the Public Safety Fund is to segregate, budget, expend and account for monies derived from the photo red light enforcement program, pursuant to Chapter 10.60 FMC. Expenditures from the public safety fund may only be used for the purpose of paying for the costs of the red light enforcement program, including the City’s administrative costs; provided, however, if there are surplus monies in the fund, then the surplus monies may only be expended for the following purposes:

1. Purchase and installation of school zone signs and lights;
2. Pedestrian overpass/underpass design and construction;
3. Sidewalk design and construction costs;
4. Streetlight acquisition, operation and maintenance;
5. Signalized pedestrian crosswalks;
6. The purchase, design and construction of pedestrian trails that serve to redirect pedestrian traffic off of street with high traffic volumes;
7. The design and construction of similar pedestrian safety oriented improvements.

**Developer Financing** – The City requires the developer to pay for capital facilities required as part of the project. For example, the developer must provide adequate on-site detention and connections to the City stormwater system. (Water, sewer, stormwater, transportation)

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**Taxes** (not including those used solely for transportation purposes)

1. City Utility Taxes – The City of Fife levies a four and one half percent tax on gross earnings from its water and sewer utilities.
2. Use Tax on Brokered Natural Gas – The tax rate allowed is equal to the City’s utility tax on natural gas, which is four and one half percent. Cities must contract with the state to collect these taxes, which are distributed to local governments on a monthly basis.
3. Utility Business and Occupation Taxes – Utility taxes may be levied on the gross operating revenues earned by private utilities from operations within the boundary of a city. Utilities on which taxes may be levied include electric, water, sewer, stormwater, gas, telephone, cable TV, and steam. The City of Fife levies a three percent charge on electricity, and four and one half percent on telephone and natural gas utilities.
4. Business and Occupation Tax – This is one of the four major revenue options given to cities by the Legislature. (The other three are property tax, sales tax, and utility tax). The City of Fife does not levy a business and occupation tax.
5. Regulatory License Fees – These include business license fees and professional and occupational licenses.
6. Real Estate Excise Tax (REET) – The City currently levies a tax of one quarter of one percent on each sale of real property within its corporate limits. State law would allow the City to levy an additional one quarter of one percent. These funds must be spent “for any capital purpose identified in a capital improvements plan and local capital improvements including streets, parks, sewer, water mains, swimming pools, and gymnasiums.” (The second one quarter percent of this tax cannot be used for acquisition of land for parks.) The City can also participate in regional capital projects using County REET funds
7. Retail Sales and Use Tax – This tax may be used for any general purpose by the City, including capital improvements.
8. Gambling Tax – Funds collected through this tax should be spent first on direct gambling enforcement, then on other police functions (including capital improvements) and, if that does not exhaust the money, on non-police expenditures.
9. Leasehold Excise Tax – This is a tax on leased publicly owned property, in lieu of a property tax. The City does not levy this tax.
10. Hotel-Motel Tax – This is a special excise tax. Funds may be used solely for tourism promotion and for the acquisition and/or operation of tourism-related facilities. The City of Fife’s rate for this excise tax is 7%.
11. Special sales taxes for specific purposes – For example, Pierce County levies a .1% “Zoo Trek” tax, from which the City receives approximately \$32,000 per year for park land acquisition.

**Special Taxing Districts** – Examples include by Pierce County Drainage Districts 23 for maintaining and operating Stormwater facilities. Also, the state has just authorized the creation of an assessment district for promotion of tourism. A charge of up to \$2.00 per night of stay for a lodging business is authorized under this new act (SB 6026).

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**Stormwater Utility** – The City created a Stormwater utility and assess a tax to fund stormwater capital improvements.

**State Shared Revenues**

1. Motor Vehicle and Camper Excise Taxes – These revenues must be used for the purpose of police and fire protection.
2. Liquor Receipts – Primarily for policing costs. At least two percent of liquor taxes and profits receipts must be devoted to an approved alcoholism or drug addiction program.

**Funding Sources for Transportation Only**

1. State Transportation Improvement Board – Grant funds to local governments for projects that potentially have regional or multi-jurisdictional magnitude.
2. Surface Transportation Program – This is a regionally administered federal transportation program.
3. Statewide Competitive Allocation – A state administered program using federal funds for transportation projects associated with economic development, public/private partnership, and innovative projects.
4. Transportation Benefit District – These are authorized for cities by RCW 35.21.225 to fund the capital improvements of City streets within the district.
5. Municipal Gas Tax Funds (Motor Vehicle Fuel Excise Tax) – All municipalities collect funds for street improvements. These funds are generated from the sale of gasoline and disbursed to the cities by the state, primarily based on population. The amount received by Fife is currently insufficient to use for capital purposes.
6. Liquor Excise Taxes – These funds are distributed by the state using a formula that is largely based on City population.
7. Category C Funds – This source distributes funding for those projects that expand roadway capacity for state facilities, such as SR 99 and SR 167.
8. Miscellaneous Federal Grants – These include Freight Action Strategy grants (FAST), Freight Mobility Strategic Improvement Board grants, and Federal Demonstration grants. The City has recently been successful in receiving funds from these three sources.

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## VII. Summary of Inventory of Existing Capital Facilities and Forecast of Future Needs

This section summarizes and updates the facilities inventories found in the following plans:

- City of Fife Water System Plan (2009) *Resolution 1303*
- City of Fife Sewer System Plan (1998)
- Comprehensive Stormwater Management Plan (2002)
- City Transportation Plan (2002)
- City of Tacoma Fire Protection Master Plan (2003 update, pending)
- Comprehensive Parks, Recreation and Open Space Plan (2008) *Resolution 1163*
- Fife School District Capital Facilities Plan (2013-2019)
- Puyallup School District Long Range Capital Facilities Plan (2013-2018)
- City of Fife Comprehensive Plan (1996)
- Facilities Needs Study and Assessment (2009)

Forecasts of future needs are also found in those plans. Therefore, in this section, future needs forecasts are limited to Police/Courts and City Hall/Public Works.

### Water

The boundary for Fife's existing water system service area is shown on Figure 2.1 of the City's Water System Plan. The total current service area totals 4,100 acres. The service area outside the City is located to the northeast between Interstate 5 and the Fife Heights area.

The water distribution system is owned by the City, including piping and appurtenances, wells and well pumps, a 100,000 gallon storage tank, and pressure reduction valves at the two connections to the City of Tacoma. The water is distributed via a series of 6, 8, 12, and 14 inch pipelines. The total water distribution system encompasses more than 26 miles of water mains. 47% of the distribution system is composed of asbestos cement pipe, 36% cast and ductile iron pipe, and 17% PVC. The water supply is currently obtained from two connections to the City of Tacoma and two wells operating by the City of Fife. The Water System Plan discusses the capacity of the system in detail.

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## **Sewer**

The existing sanitary sewer system in Fife, owned and operated by the City, includes gravity lines, force mains, and 10 pump (lift) stations. A layout of the system, with pipe sizes, is shown in Figure 3-1 of the City's Sewer System Plan. The system was originally built in 1968, primarily with asbestos pipe. The pipes total more than 14 miles in length, range in size from eight to 18 inches in diameter, and are built at depths of from four to 16 feet. The City's pump stations have rated pumping capacities from 100 gpm to 1,000 gpm. The system generally flows from east to west along two main routes, north and south of Interstate 5 and within the Fife city limits. The two main corridors include Pacific Highway East on the north and 20<sup>th</sup> Street East on the south. These two systems combine at the far west end of the City at Pump Station No. 1. At this point, all of the contributing wastewater is conveyed to the City of Tacoma for final treatment and processing. Tacoma's Central Treatment Plant is located near the mouth of the Puyallup River and discharges treated effluent into Commencement Bay. The capacity of Fife's sewer system is summarized in Table 3-2 of the City's Comprehensive Sewer Plan.

Pierce County currently services small areas within the eastern portion of the City and land in the City's Urban Growth area. Wastewater from these areas is directed north along 70<sup>th</sup> Avenue to County facilities on the north side of Interstate 5, then transferred to the City of Tacoma's sewer system. Using Tacoma's Taylor Way and Lincoln Avenue trunk systems, the wastewater eventually arrives at Tacoma's Central Treatment Plant. In portions of the Urban Growth Area, sewage treatment is provided through septic facilities.

## **Stormwater**

The City of Fife Public Works Department manages the City's drainage facilities in cooperation with Drainage District #23. The District is responsible for operating and maintaining Fife and Erdahl Ditches, and the Fife Ditch Pump station. The City is responsible for maintaining the tributary drainages, most of which lie within existing road rights of way. The City also operates the Erdahl Pump Station and directs the design and construction of drainage facilities associated with new development.

The City's drainage system is comprised of approximately 10 to 15 miles of pipes, ditches, and culverts, over 250 catch basins, one pump station and outfall, 4 to 5 miles of open streams and numerous wetlands and riparian areas. The City's stormwater facilities are complemented by numerous on-site detention and water quality enhancements facilities constructed by private landowners, businesses, and developers. See the 2002 City-wide Comprehensive Stormwater Management Plan for further discussion of capacities.

The City has five primary drainage systems:

- Erdahl Ditch

- 
- Fife Ditch
  - Hylebos Creek
  - Wapato Creek
  - Mid Puyallup River

For Fife, the established level of service standards for this system is the 25 year storm. The most recent survey suggests that most of the City's drainage problems are conveyance related. Restrictions in the system were noted at the following locations:

- Fife Ditch at 4<sup>th</sup> Street
- East Fife Ditch at 54<sup>th</sup> Avenue East and 84<sup>th</sup> Street
- East Fife Ditch at 58<sup>th</sup> Avenue East
- East Fife Ditch at two locations along 58<sup>th</sup> Avenue East
- Fife Ditch System at 62<sup>nd</sup> Avenue East and 20<sup>th</sup> Street East
- All along 70<sup>th</sup> Avenue East
- Two locations along 48<sup>th</sup> Street East

### **Transportation**

Fife's transportation network consists of streets, highways, sidewalks, and railroad rights of way. The City has no pedestrian facilities other than sidewalks and no bicycle facilities. The City's 2002 Transportation Plan has an extensive section on existing conditions of its transportation system. The current TIP is the 2014-2019.

**Streets** – All streets are classified according to their intended function. The five classifications Fife uses are access street, collector arterial, minor arterial, and principal arterial as well as green street classifications. Access streets refer to rights of way intended only to provide access to adjacent property. Nearly all access streets in Fife have two lanes with pavements widths ranging from 18 to 28 feet. Collector arterials serve to collect and distribute traffic from higher classification streets to access streets. Collector arterials also have two lane configurations, but with paved widths of 24 to 30 feet. Minor arterials function to distribute traffic from roads with higher classifications to lesser arterials. They typically consist of two to four lanes with 22 to 44 feet of pavement. Principal arterials move large volumes of traffic to and from major traffic generators and destinations, and also serve to collect and distribute traffic from free-ways to local arterials. These streets can range from two to six lanes with pavements widths of 22 to 72 feet. At present, the City has five designated

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principal arterials: Port of Tacoma Road, 54<sup>th</sup> Avenue East, 70<sup>th</sup> Avenue East, Valley Avenue, and Pacific Highway East.

**Transit** – Pierce Transit provides bus service in Fife and the rest of Pierce County. Two routes serve the City, connecting Fife with downtown Tacoma and Federal Way.

**Fire Protection**

The Tacoma Fire Department provides fire protection service in the City through a consolidated service agreement with Pierce County Fire District 10. Fees for this service equaled \$30,000 in 2003. Its local Fire and Rescue Station is located at 2015 54<sup>th</sup> Avenue East, just south of Interstate 5. District 10's nine square mile service area includes the City of Fife and adjacent unincorporated parts of Pierce County. The station's maximum response time to emergencies is about four minutes. The local facility normally includes an engine, truck, and advanced life support equipped Medic 1 rescue vehicle and a daily on-duty staff of nine firefighters/emergency medical technicians.

**Police/Courts**

Fife's Police Department consists of 22 full time commissioned Patrol Officers, seven Corrections Officers, three civilian employees (Clerk, Evidence Technician and Confidential Secretary), 9 communications employees, and 15 reserve volunteers. The City's new Criminal Justice Building was occupied on December 16, 1997. The Police Department shares the structure with the Municipal Court. The building contains police offices, a 24 bed jail, emergency operations center, a courtroom, and court offices. The one story building contains 18,682 square feet. The complex also includes an evidence building, courtroom annex, a 576 sf Wellness Building, an 888 sf 3-sided parking structure, and a 200 sf storage container. The current criminal justice campus needs additional space following a continual increase of criminal cases from transient/daytime population in addition to the criminal and civil court cases that will continue to grow with the population. Initial analysis shows an immediate need for an addition to be added for the court work area, an expansion of the police bathroom and locker room facilities, an expansion of the jail booking area, jail shower facility, and sallyport areas.

**City Hall/Public Works**

**City Hall** – The one story Fife City Hall was constructed in 1997. It contains 10,466 square feet and houses a council chambers, public information center, and administrative offices. The recommended level of service standard is 2,000 square feet per 1,000 population. At the current population of 7,525, there would need to be 15,050 sf to meet this standard. Included on the campus are 3 storage facilities totaling 2,852 sf and a facility commonly



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Fife High School (10-12). Columbia Middle School, located on 54<sup>th</sup> Avenue East in Fife, is scheduled to open in the Fall of 2003. Facility enrollment capacities of those schools located within the Fife Urban Growth Area are:

Columbia Middle School	600
Fife High School	705

In addition, the District operates a Transportation Center on 20<sup>th</sup> Avenue East in Fife and an Educational Services Center in a portion of the old Fife Elementary School.

The Puyallup School District boundary, which cuts across southeastern Fife, includes over one fourth of Fife's land area. The District operates 22 elementary schools (kindergarten through 6<sup>th</sup> grade), 7 junior high schools (7-9), three "comprehensive" high schools (10-12) and one alternative high school. There are no Puyallup School District facilities located within the Urban Growth Area of Fife.

That portion of Fife within this district is served by Northwood Elementary School in Edgewood, Edgemont Junior High School in Edgewood, and Puyallup High School. School facilities inventories, forecasts of future needs, and capital improvement and finance plans for these districts are set forth in each of their capital facilities plans.

#### **Facilities Needs Study and Assessment**

This Facilities study, prepared by Driftmier Architects, gives the City of Fife a good look into the future municipal needs for its citizens. The study includes a current assessment, a future assessment, and a facilities plan. It also includes build-out assumptions to the year 2040, which assumes that employment in Fife will reach 25,057 jobs and 14,813 people. The City's municipal services are expected to grow with these numbers as well. This study evaluates each department and reports where growth could occur and where it is needed to occur.



- 
- 3) Effects of urban growth area designations;
  - 4) Other standards and criteria as outlined in the Pierce County; Countywide Planning policies and other locally adopted plans and ordinances.
- B. The criteria shall allow for a cooperative interjurisdictional approach for the siting of essential public facilities in accordance with Pierce County's Countywide Planning Policies. Joint planning agreements shall be sought where appropriate. Through joint planning or interlocal agreements, the City shall seek to mitigate disproportionate financial burdens due to the siting of essential public facilities.
  - C. A public review process shall be established for the siting of essential public facilities.
  - D. Siting criteria shall provide for amenities or incentive for neighborhoods in which the facilities are located. Compensation for adverse impacts shall be considered.
  - E. Siting criteria for essential public facilities which are not difficult to site shall provide for site design and buffering techniques to ensure compatibility with surrounding uses and enable the facility to be permitted outright in appropriate zoning classification wherever feasible.

The estimated costs and funding sources for the City of Tacoma and the Puyallup School District are as follows:

**IX. Schedule of Capital Improvements: 2013-2019**

The City of Tacoma has identified those projects required to maintain the City of Tacoma's level of service standards. The estimated costs and funding sources for the City of Tacoma and the Puyallup School District are as follows:

An inventory and analysis of all capital facilities projects are scheduled, managed, and paid for by those Districts. While the City of Tacoma does impose school impact fees on behalf of the Fire School District and the Puyallup School District, those fees are collected and paid for by those Districts.

Water	\$ 8,971,000
Sewer	\$ 2,726,000
Storm Water	\$ 5,025,000
Equipment	\$ 80,000
Transportation	\$ SEE SIX-SEVEN TP
Police/Courts	\$ 500,000
City Hall/Public Works	\$ 69,000
Parks and Recreation	\$ 3,793,000
Total funds required from all sources for each District	\$ 27,174,000

**Table 7-  
1:**

**CAPITAL FACILITIES PLANS**

		Estimated Funding Totals by Year in Thousands											
	RANK	DESCRIPTION	2012	2013	2014	2015	2016	2017	2018	2019	2020	TOTAL COST	FUNDING SOURCES
<b>Water</b>													
-	-	12" Replacement – 20 <sup>th</sup> St E – 54 <sup>th</sup> to 63rd									609	609	Grants, Impact Fees, Revenue Bonds
		New Well Phase 1	-		300							300	Grants, Impact Fees, Revenue Bonds
		New Well Phase 2				1,000						1,000	Grants, Impact Fees, Revenue Bonds
		New Well Phase 3					3750					3750	Grants, Impact Fees, Revenue Bonds
		8" Extension – 55 <sup>th</sup> Ave E – 4 <sup>th</sup> St E to Benthien Loop Road (2 <sup>nd</sup> Street)	-		270							270	Grants, Impact Fees, Revenue Bonds

		12" Replacement – I-5 crossing at 51 <sup>st</sup> Ave E	-	-		231				231	Grants, Impact Fees, Revenue Bonds	
		8" Extension – 57 <sup>th</sup> Ave E – 4 <sup>th</sup> St E to Benthien Loop Road	-	-						270	270	Grants, Impact Fees, Revenue Bonds
		8" Extension – Benthien Loop Road – 55 <sup>th</sup> Ave E to 57 <sup>th</sup> Ave E	-	-						90	90	Grants, Impact Fees, Revenue Bonds
		8" Extension – 52 <sup>nd</sup> Ave E – Pacific Hwy E to 12 <sup>th</sup> St E	-	-			198				198	Grants, Impact Fees, Revenue Bonds
		Comprehensive Water System Plan Update	-	-		150					150	Grants, Impact Fees, Revenue Bonds
		12" Extension – Pacific Hwy E (Milton)	-	-						378	378	Grants, Impact Fees, Revenue Bonds
		8" Extension – Pacific Hwy E – 62 <sup>nd</sup> Ave E to 6300 Block PHE	-	-			90				90	Grants, Impact Fees, Revenue Bonds

		12" Replacement – Pacific Hwy E – Willow Road to 52 <sup>nd</sup> Ave E	-	-				270				270	Grants, Impact Fees, Revenue Bonds	
		12" Replacement – 12 <sup>th</sup> St E	-	-								315	Grants, Impact Fees, Revenue Bonds	
		12" Replacement – 20 <sup>th</sup> St E	-	-								1050	Grants, Impact Fees, Revenue Bonds	
		<b>SEWER</b>												
		East Fife Ditch – 54 <sup>th</sup> Ave and 8 <sup>th</sup> St -Crossing Upgrade	-	-								326	326	Storm water utility and developer financing
		Pump Station 5 Improvements. Relining & Repair	-	-									500	Revenue bonds, user rates, connection fees, utility taxes
		Pump Station 6 Improvements. Relining & Repair	-	-									500	Revenue bonds, user rates, connection fees, utility taxes

		Capital Maintenance and Upgrades	-	-		200	200	200	200	200	200	1200	Utility Construction
		Sewer Comprehensive Plan	-	-		200						200	Sewer Utility
<b>EQUIPMENT</b>													
		Public Works – Layton Box/Roller	-	-	80							80	Fleet
<b>TRANSPORTATION – The City routinely adopts a six-year Transportation Improvement Plan (TIP). The TIP is attached at the end of this document.</b>													
<b>POLICE / COURTS</b>													
		Detention Facility Reconfiguration & new parking area	-	-	500							500	REET
<b>CITY HALL / PUBLIC WORKS</b>													
		City Hall – HVAC Split System Heat Pumps	-	-	45							45	General Fund
		City Hall – Painting & Sealing of Exterior	-	-	24							24	General Fund
<b>PARKS &amp; RECREATION</b>													
	High	Brookville Gardens; Community Park Master Plan, assessment and development	825	1075								1075	Park Impact Fees and General Fund
	Medium Low	Dacca Park; Community Park Picnic tables, park trees, benches				10						10	Grants, Donations and General Fund

	High	<b>NE Fife (54th &amp; Pacific); Neighborhood Park</b> Acquisition; 2-5 acres	-	-			900			900	Growth Management Fund, Park Acquisition/Development Fund, Grant and Donation
	High	<b>Five Acre Park; Neighborhood Park</b> Play Equipment replacement/upgrades	-	-			25			25	Park Acquisition/Development Fund
	Medium Low	<b>Colburn Park; Neighborhood Park</b> Renovate play equipment, outdoor waterplay/spray- ground	-	-		15		200		215	Grants, Donations and General Fund
	Medium	<b>South Fife (W of Radiance); Neighborhood Park</b> Acquisition; 2-5 acres	-	-					1000	1000	Park Acquisition/Development Fund, Grants and Donations
	Medium	<b>Levee Road Park (S of 48th St E); Access Improvements</b>	-	-		25				25	Park Acquisition/Development Fund, Grants and Donations
	Medium Low	<b>Wedge Park / Wapato Nature Area; Neighborhood Park</b> Entry gateway and signage; Play Equipment Renovation Ongoing site restoration	-	-			20	80		100	Park Acquisition/Development Fund
	Low	<b>Centennial Park; Neighborhood Park</b> ADA Parking and access improvements	-	-		10				10	General Fund

	Low	Hunt Club / Cappa; Neighborhood Park Master plan and assessment	-	-		40				40	Park Acquisition/Development Fund
	High Medium	Hylebos; Natural Area/Open Space - Parking area and ADA access, park entry and signage, interpretive signage, ongoing site restoration			10	25				35	Park Acquisition/Development Fund
	Low	Triangle Property Greenspace; Natural Area/Open Space - Rustic path, benches and sign. Site Master Plan			20					20	Park Acquisition/Development Fund
	Low	Wapato Creek Restoration Project; Natural Area/Open Space - Master plan and habitat restoration	-			100				100	General Fund/Park Acquisition/Development Fund
	Low	Fountain Memorial Park; Special Facility - Gateway entry signage	-	-		50				50	General Fund
	Low	Levee Road Trail - 1.25 miles 54th to 70th; 2.5 miles 54th to western city limit; .9 miles 70th to eastern city limit	-	-		750		TBD		TBD	Grants, Donations and General Fund

	Low	Wapato Creek Trail - .2 miles Dacca/CJH to Brookville	-	-				TBD		TBD	Grants, Donations and General Fund
	Medium	NE Fife (east of 54th & north of Pacific) Property Acquisition	-	-							2016-17 Funding TBD
	Medium	South Fife (west of Radiance OS) - Property Acquisition	-	-							2018-19 Funding TBD
	Medium	East Fife (near Valley & 74th Ave) - Property Acquisition	-	-							2020-21 Funding TBD
	Medium	Wapato Creek Trail - .9 miles Dacca – Frank Albert Parkway - 20th St	-	-							2014-15 Funding TBD
	Medium	Hylebos Creek Trail - Milgard property extension - loop	-	-							2014-15 Funding TBD
		Community Center - Renovate/replace	-	-							2022-23 Funding TBD



## Six Year Transportation Improvement Program

From **2014** to **2019**

Agency: Fife

Co. No.: 27 Co. Name: Pierce Co.

City No.: 0450 MPO/RTPO: PSRC

Hearing Date: 7/23/2013

Adoption Date: \_\_\_\_\_

Amend Date: \_\_\_\_\_

Resolution No.: \_\_\_\_\_

Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars									Expenditure Schedule (Local Agency)				Federally Funded Projects Only	
							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	RW Required Date (MM/YY)	
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds							
									Federal Fund Code	Federal Cost by Phase											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
11	1	<i>POT Road Interchange Modification-Phase 1</i> I-5 SB and 34th Ave E from: I-5 SB to: Port of Tacoma Rd Relocate I-5 SB exit ramp to connect to Pacific Highway at 34th Avenue. Reconstruct 34th Avenue and 12th Street to a 3 lane roadway. Project total \$20,100.	01 03 04	S	0.23	C G P S T W	PE RW CN	1/1/2014 1/1/2014 6/1/2014	STP(U) STP(U) STP(U)	500 1950 13000	FMSIB WSDOT	1000	1150 2500	1650 4450 14000	1650 4450 4000	10000			EA		
Totals									15,450		1000	3650	20100	10100	10000						
14	2	<i>Pacific Highway E/54th Avenue E Intersection Improvements</i> Pacific Highway E/54th Avenue E from: Intersection to: Intersection Construct 2nd westbound left-turn lane and other intersection improvements. Project total \$530.	05 12	S	0.06	C P S G T W	ALL	1/1/2014					530	530	530				EA		
Totals													530	530	530						
14	3	<i>Pacific Highway E Non-Motorized Improvements</i> Pacific Highway E from: 54th Ave E to: 65th Ave E Reconstruct north side of Pacific Highway E to include curbs, gutters, sidewalks, bike lanes, and drainage improvements. Project total \$2,373.	03 12 32	S	0.68	C G P S T W	PE RW CN	1/1/2014 1/1/2014 10/1/2014			WSDOT	1661	258 98 356	258 98 2017	258 98 151	1866			EA		
Totals												1661	712	2373	507	1866					
16	4	<i>20th Street E Reconstruction - 50th to 59th</i> 20th Street E from: 50th Avenue E to: 59th Avenue E Reconstruct section of 20th Street E to a 5-lane roadway with curbs, gutters, sidewalks, bike lanes and drainage improvements. Project total \$17,600.	03 04	P	.51	G C P S T W	ALL	1/1/2015					17600	17600				17600	EA		
Totals													17600	17600					17600		



Six Year Transportation Improvement Program

From 2014 to 2019

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Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only	
							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	RW Required Date (MM/YY)
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds						
									Federal Fund Code	Federal Cost by Phase										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
16	5	20th Street E Reconstruction - 59th to 70th 20th Street E from: 59th Avenue E to: 70th Avenue E Reconstruct and widen 3-lane roadway with curbs, gutters, sidewalks, bike lanes and drainage improvements Construct new signal at 62nd Avenue E. Project total \$14,540.	03 05	P	0.65	C G P S T W	ALL	1/1/2015					14540	14540				14540	EA	
							Totals						14540	14540				14540		
11	6	54th Avenue E Interchange with I-5 54th Avenue East/I-5 Interchange from: Pacific Hwy to: 20th St E Rebuild I-5 interchange and intersections between Pacific Hwy and 20th St E Project total \$63,500.	03 12	P	00		ALL	1/1/2015					63500	63500				63500	EA	
							Totals						63500	63500				63500		
17	7	Valley Avenue E Reconstruction - 54th to B.G. Valley Avenue E from: 54th Avenue E to: Brookville Gardens Reconstruct and widen 3-lane roadway and construct two roundabout intersections at 58th Avenue E and 62nd Avenue E. Project total \$18,131	03 05	P	1.2	C G P S T W	PE RW CN	8/1/2014 1/1/2014 6/1/2015					3657 761 13713	3657 761 13713				3657 761 13713	EA	
							Totals						18131	18131				18131		
19	8	54th Avenue East: Grade Separation 54th Avenue East from: Union Pacific Railroad to: Union Pacific Railroad Construct a grade separation structure that would reconnect the street. Project total \$13,000.	08	P	00	C G P S T W	ALL	1/1/2015					13000	13000				13000	EA	
							Totals						13000	13000				13000		

## Six Year Transportation Improvement Program

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Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No.      B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only	
							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	RAW Required Date (MMYY)
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds						
									Federal Fund Code	Federal Cost by Phase										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
11	9	POT Road Interchange Modification - Phase 2 I5 SB from: Port of Tacoma Rd.      to: I5 SB Relocation of new exit ramp connecting I-5 SB to POT (Phase 2) Project total \$8800.	01 08 03	P			ALL	1/1/2015			FMSIB	5000	3800	8800				8800	EA	
							<b>Totals</b>													
											FMSIB	5000	3800	8800				8800		
11	10	POT Road Interchange Modification - Phase 3 I5 NB Interchange from: I5 Ramps      to: POT Rd 20th St to 34th Ave Reconstruct NB I5 exit and entrance ramp connectors with Port of Tacoma Rd, 20th St E, and 34th Ave E and two signal installations. (Phase 3) Project total \$27,500.	01 08	P			ALL	1/1/2015			FMSIB	8200	19300	27500				27500	EA	
							<b>Totals</b>													
												8200	19300	27500				27500		
19	11	52nd Avenue E: New Road 52nd Avenue E from: Pacific Highway E      to: 12th Street E Construct a new street from Pacific Highway E to 12th Street E Project total \$3,660.	01	P	0.21	C G P S T W	PE RW CN	1/1/2014 1/1/2014 1/1/2015					689 378 2593	689 378 2593			689 378	2593	EA	
							<b>Totals</b>													
												3660	3660			1067	2593			
00	12	Grade Separation/Pedestrian Railroad Crossing Pedestrian Railroad Crossing from: 5 Acre Park      to: Brookville Construct a pedestrian grade separation crossing of the UPRR from the city park in the Ralidance neighborhood to the city park on the opposite side of the tracks fronting Valley Ave E. Project total \$4,800.	32 08	P	00		ALL	1/1/2015					4800	4800			300	4500	EA	
							<b>Totals</b>													
												4800	4800			300	4500			

## Six Year Transportation Improvement Program

### From 2014 to 2019

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 City No.: 0450 MPO/RTPO: PSRC

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Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No.      B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)	
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds							
									Federal Fund Code	Federal Cost by Phase											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
00	13	<i>Pavement Overlay Program</i> Location based on Pavement Condition Index from: Various to: Various Pavement Overlays on various streets Citywide. Year 1 = 70th Ave E to UPRR from North Levee Rd.	07	P	varies															CE	
Totals																					
00	14	<i>Sidewalk Extensions and Curb Return Reconstruction</i> Various from: Various to: Various Extend sidewalks to connect gaps between existing sidewalks and reconstruct curb returns for trucks at various locations city wide. Project total \$300	32	P	00															CE	
Totals																					
00	15	<i>Bike Lanes</i> Various from: Various to: Various Construct new bike lanes or shared-use paths and connect gaps between existing bike lanes at various locations city wide. Project total \$800.	32	P	00															CE	
Totals																					
16	16	<i>Freeman Road Reconstruction - North Segment</i> Freeman Road from: Valley Avenue East to: 20th Street East Reconstruct to 3-lane roadway with curbs, gutters, sidewalks, bike lanes and drainage improvements. Project total \$17,500.	03 04	P	1.42	C G P S T W														EA	
Totals																					

## Six Year Transportation Improvement Program

From **2014** to **2019**

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Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only			
							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)		
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds								
									Federal Fund Code	Federal Cost by Phase												
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		
14	17	70th Ave E RR Overpass 70th Ave E from: South of UPRR to: North of UPRR Construct an overpass structure above UPRR. Project total \$25,000.	03 08	P	0.1	C G P S T W	ALL	1/1/2016						25000	25000				25000	EA		
							Totals							25000	25000				25000			
14	18	70th Avenue East Reconstruction - South Segment 70th Avenue East from: North Levee Road to: 43rd Street East Reconstruct a 5-lane section, from North Levee Rd. to 43rd Street E. - mostly developer funded Project total \$3000.	03	P	0.35	P T W C G S														EA		
							Totals															
06	19	Pacific Highway E Signal Interconnect Pacific Highway E from: Willow Road E to: 59th Avenue E Interconnect traffic signals on Pacific Highway E from Willow Road E to 59th Avenue E. Project total \$220.	12	P	0.70	P G T S W C														EA		
							Totals															
06	20	Pacific Highway E Street Lighting (Phase 1) Pacific Highway E from: Alexander Avenue E to: 54th Avenue E Construct street lighting on Pacific Highway E from Alexander Avenue E to 54th Avenue E. Project total \$6,940.	12	P	0.75	P G T S W C														EA		
							Totals															



Washington State Department of Transportation

### Six Year Transportation Improvement Program

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MPO/RTPO: PSRC

Amend Date: \_\_\_\_\_

Resolution No.: \_\_\_\_\_

Functional Class	Priority Number	Project Identification						Project Costs In Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only							
		A. PIN/Federal Aid No.	B. Bridge No.		Improvement Type(s)	Status	Total Length	Utility Codes	Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	RAW Required Date (MMYY)					
		C. Project Title	D. Street/Road Name or Number								E. Beginning MP or Road - Ending MP or Road		F. Describe Work to be Done		Federal Funding								State Fund Code	State Funds	Local Funds	Total Funds	
		Federal Fund Code	Federal Cost by Phase	10	11	12	13	14	15	16	17	18	19	20	21												
1	2	3						4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		
06	21	<b>Pacific Highway E Street Lighting (Phase 2)</b> Pacific Highway E from: Western City Limit to: Port of Tacoma Road Construct street lighting on Pacific Highway E from the western City limit to Port of Tacoma Road. Project total \$5,770.						12	P	0.63	P G T S W C													EA			
Totals																											
19	22	<b>Extension of 59th Avenue E</b> 59th Avenue East - Phase 2 from: Pacific Highway East to: 12th Street East Extension of 59th Avenue E north from Pacific Highway E to 12th Street E. Funded by the Puyallup Tribe. Project total \$3,000.						01	P	0.18	C G P T W S															EA	
Totals																											
00	23	<b>Pedestrian Trail between Brookville Gardens to Torre Property</b> Pedestrian Trail from: Brookville Gardens to: Torre Property Construct pedestrian trail connecting Brookville Gardens to Torre property through Wedge Park and Columbia JHS. Project total \$1,500.						32	P			ALL	1/1/2015					1500	1500							EA	
Totals																		1500	1500			1500					
16	24	<b>Freeman Road Reconstruction - South Segment</b> Freeman Road from: North Levee Road to: Valley Avenue East Reconstruct to 3-lane roadway with curbs, gutters, sidewalks, bike lanes and drainage improvements.						03 04	P	0.875	C G P S T W															EA	
Totals																											

## Six Year Transportation Improvement Program From 2014 to 2019

Agency: Fife  
 Co. No.: 27 Co. Name: Pierce Co.  
 City No.: 0450 MPO/RTPO: PSRC

Hearing Date: 7/23/2013 Adoption Date: \_\_\_\_\_  
 Amend Date: \_\_\_\_\_ Resolution No.: \_\_\_\_\_

Functional Class	Priority Number	Project Identification						Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only							
		A. PIN/Federal Aid No.		B. Bridge No.		Improvement Type(s)	Status	Total Length	Utility Codes	Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)				
		C. Project Title		D. Street/Road Name or Number								E. Beginning MP or Road - Ending MP or Road		F. Describe Work to be Done		Federal Funding								State Fund Code	State Funds	Local Funds	Total Funds
		Federal Fund Code	Federal Cost by Phase																								
1	2	3						4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		
14	25	19204-H (Pierce Co.)		08		P	0.06	C C O P T S T W															EIS				
		70th Avenue Bridge: New Bridge 70th Avenue East from: River Road East (SR167) to: North Levee Road Expedite construction of new bridge to cross the Puyallup River from River Road East to North Levee Road at 70th Avenue East. Project total \$20.						Totals																			
16	26			12		P	00																EA				
		20th Street East/Frank Albert Road Signalization 20th Street East/Frank Albert Road from: Intersection to: Intersection Signalization of the intersection - developer funded. Project total \$450.						Totals																			
16	27			03 05		P	0.11	G P T W C S	PE	1/1/2015							1	1				1		EA			
		20th Street East Reconstruction - 34th St E to Industry 20th Street East from: 34th Street East to: Industry Drive East Reconstruct and widen 4-lane roadway with new signal.						Totals																			
17	28			03 04		P	.58		ALL	1/1/2015							12488	12488					12488	EA			
		Reconstruction of N Levee Road E - West Segment N Levee Road E from: Frank Albert Road E to: 54th Avenue E Reconstruct to a 3-lane roadway from Frank Albert Road E to 54th Avenue E - Phase 1 Widening. Project Total \$12,488.						Totals																			
												12488	12488					12488									



Six Year Transportation Improvement Program

From 2014 to 2019

Agency: Fife

Co. No.: 27 Co. Name: Pierce Co.

City No.: 0450 MPO/RTPO: PSRC

Hearing Date: 7/23/2013 Adoption Date:

Amend Date: Resolution No.:

Functional Class	Priority Number	Project Identification					Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars						Expenditure Schedule (Local Agency)				Federally Funded Projects Only			
		A. PIN/Federal Aid No.	B. Bridge No.	C. Project Title	D. Street/Road Name or Number	E. Beginning MP or Road - Ending MP or Road					F. Describe Work to be Done	Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information				1st	2nd	3rd	4th Thru 6th	Envir. Type	RW Required Date (MM/YY)	
											Federal Funding			State Fund Code	State Funds	Local Funds	Total Funds							
											Federal Fund Code													Federal Cost by Phase
16	29	20th Street East Reconstruction - Industry to 54th 20th Street East from: Industry Drive to: 54th Ave E Reconstruct 3-lane roadway to add bicycle lanes.					03 05	P	0.43	C G P S T W	PE	1/1/2015					1	1				EA		
										Totals						1	1							
17	30	Reconstruction of N Levee Road E - Central Segment N Levee Road E from: 54th Avenue E to: 70th Avenue E Reconstruction of N Levee Road E from 54th Avenue E to 70th Avenue E to a 3-lane roadway section. Project total \$22,990.					03 04	P	1.3	C P T	PE	1/1/2015					4829	4829				EA		
										RW	1/1/2015					53	53							
										CN	6/1/2016					18108	18108							
										Totals						22990	22990					22990		
16	31	N Levee Road E Reconstruction - East Segment N Levee Road E from: 70th Avenue E to: Freeman Road E Reconstruct roadway to a 3-lane roadway section. Project total \$15,545.					03 04 12	P	0.80	C G P S T W	PE	1/1/2016					3264	3264				EA		
										RW	1/1/2017					41	41							
										CN	1/1/2017					12240	12240							
										Totals						15545	15545					15545		
17	32	Frank Albert Rd Overcrossing I-5 Frank Albert Rd E from: 20th St E to: Pacific Hwy E Extend Frank Albert Rd from 20th St E to Pacific Hwy E including new bridge over I-5. Project total \$24,300.					01 08	P	0.25	C G P S T W	PE	1/1/2016					1	1					EIS	
										Totals						1	1					1		



# Six Year Transportation Improvement Program

From **2014** to **2019**

Agency: Fife  
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Hearing Date: 7/23/2013 Adoption Date: \_\_\_\_\_  
 Amend Date: \_\_\_\_\_ Resolution No.: \_\_\_\_\_

Functional Class	Priority Number	Project Identification					Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars							Expenditure Schedule (Local Agency)				Federally Funded Projects Only					
		A. PIN/Federal Aid No.	B. Bridge No.		C. Project Title	D. Street/Road Name or Number					E. Beginning MP or Road - Ending MP or Road		F. Describe Work to be Done		Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information				1st	2nd	3rd	4th Thru 6th	Envir. Type	RW Required Date (MM/YY)	
		Federal Funding	State Fund Code	State Funds	Local Funds	Total Funds					Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds			Local Funds	Total Funds									
		10	11	12	13	14					15	16	17	18			19	20	21								
17	33	48th Street East Reconstruction 48th Street East from: 70th Avenue East to: Freeman Road Major roadway widening to a 3-lane section and add signalization. Largely developer funded.					04	P	0.75	C G P S T W	ALL	1/1/2015										EA					
Totals																											
14	34	70th Avenue East Reconstruction - North Segment 70th Avenue East from: 20th Street East to: Pacific Hwy E Reconstruct 4-lane roadway section including curbs, gutters & sidewalks. Widen roadway. Replace I-5 Bridge - WSDOT Project. Project total \$66,900.					04 09 02	P	0.50	C S P T G W	ALL	1/1/2015			WSDOT	66900		66900				66900	EA				
Totals															66900		66900				66900						
19	35	52nd Ave E Improvement 52nd Avenue East from: 15th St Ct E to: Pacific Highway East Improve 52nd Avenue East North from 15th St Ct E to Pacific Highway East. Project total \$250.					03	P	0.1	C G P S T W	PE	1/1/2014					250	250			250	EA					
Totals																250	250			250							
17	36	45th Street E Extension/Reconstruction 45th St E from: 70th Ave E to: Freeman Rd E Reconstruct 3-Lane Roadway. Largely developer funded					03	P	0.75	C G P S T W	ALL	1/1/2015										EA					
Totals																											



### Six Year Transportation Improvement Program

From **2014** to **2019**

Agency: Fife

Co. No.: 27 Co. Name: Pierce Co.

City No.: 0450 MPO/RTPO: PSRC

Hearing Date: 7/23/2013 Adoption Date: \_\_\_\_\_

Amend Date: \_\_\_\_\_ Resolution No.: \_\_\_\_\_

Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)	
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds							
									Federal Fund Code	Federal Cost by Phase											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
17	37	12th Street East Reconstruction 12th Street East from: 62nd Street East to: Alexander Avenue East Reconstruct to a 3-lane roadway with curbs, gutters, sidewalks, and drainage from 62nd St. E. to Alexander Ave. E. Project total \$10,000.	03	P	1.25	C G P S T W	PE	1/1/2016						1	1				1	EA	
Totals														1	1				1		
16	38	New Connector Arterial - 40th St E/78th Ave E 40th St E/78th Ave E from: 70th Ave E to: Freeman Rd E Construction of a new 3-Lane Roadway. Developer funded.	01	P		C G P S T W	ALL	1/1/2015												EA	
Totals																					
00	39	Puyallup River Trail: New Trail Puyallup River Trail from: 54th Avenue East to: 66th Avenue East Construction of a 1.7 mile segment of the overall 10-mile Puyallup River Trail.	32	P	1.70		PE	1/1/2015						1	1					EA	
Totals														1	1				1		
16	40	20th Street E Reconstruction - 70th to Freeman 20th Street E from: 70th Avenue E to: Freeman Road E Reconstruct a 3-lane section with curbs, gutters, sidewalks, bike lanes and drainage improvements. Project total \$8,680.	03	P	0.85	C G P S T W	PE	1/1/2015						1	1					EA	
Totals														1	1				1		



## Six Year Transportation Improvement Program

From **2014** to **2019**

Agency: Fife

Co. No.: 27 Co. Name: Pierce Co.

City No.: 0450 MPO/RTPO: PSRC

Hearing Date: 7/23/2013 Adoption Date: \_\_\_\_\_

Amend Date: \_\_\_\_\_ Resolution No.: \_\_\_\_\_

Functional Class	Priority Number	Project Identification					Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars						Expenditure Schedule (Local Agency)				Federally Funded Projects Only						
		A. PIN/Federal Aid No.	B. Bridge No.		C. Project Title						Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information				1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)					
		D. Street/Road Name or Number		E. Beginning MP or Road - Ending MP or Road		F. Describe Work to be Done							Federal Funding		State Fund Code	State Funds							Local Funds	Total Funds			
		Federal Fund Code	Federal Cost by Phase																								
1	2	3					4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21			
17	41	62nd Avenue East Reconstruction - North Segment 62nd Avenue East from: Pacific Hwy E to: 12th Street East Reconstruct 3-lane roadway with curbs, gutters, sidewalks and drainage.					03	P	0.23	C G P S T W	PE	1/1/2015						1	1					1	EA		
											Totals						1	1					1				
19	42	74th Avenue East: New Road 74th Avenue East from: 45th Street East to: 48th Street East Construct a new road with 3 lanes from 45th Street East to 48th Street East. Developer funded.					01	P	0.17	C G O P S T W	ALL	1/1/2015													EA		
											Totals																
16	43	20th Street East/58th Avenue East Signalization 20th Street, East/58th Avenue East from: Intersection to: Intersection Signalization of intersection. Project total \$450.					12	P	00		ALL	1/1/2015						450	450			450			CE		
											Totals								450	450			450				
19	44	62nd Avenue E Overpass and Reconstruction 62nd Avenue E from: 20th Street E to: Pacific Hwy E Extend 62nd Ave E from 20th St E to Pacific Hwy E, including I-5 overpass, reconstruct existing street sections, two new traffic signals, and provide new access to developments south of I-5. Project total \$26,300.					03 01 08	P	0.06	C G P S T W	PE	1/1/2017							1	1					1	EA	
											Totals								1	1					1		

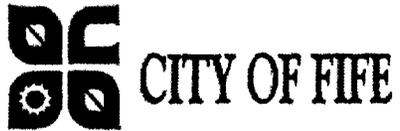
## Six Year Transportation Improvement Program

From **2014** to **2019**

Agency: Fife  
 Co. No.: 27 Co. Name: Pierce Co.  
 City No.: 0450 MPO/RTPO: PSRC

Hearing Date: 7/23/2013 Adoption Date: \_\_\_\_\_  
 Amend Date: \_\_\_\_\_ Resolution No.: \_\_\_\_\_

Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars										Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)			
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds									
									Federal Fund Code	Federal Cost by Phase													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21			
16	45	Connector Arterial: New Road Connector Arterial (@32nd St. East) from: 54th Avenue East to: Frank Albert Road Construction of a new 3-lane roadway with curbs, gutters, sidewalks, and utilities (Tribal funded).	01	P	0.60	C G P S T W	ALL	1/1/2016												EA			
							Totals																
17	46	12th Street E-Extension 12th St. E. from: Alexander Ave. E. to: 34th Ave. E. Construct new 3-lane roadway extension of 12th Street E from Alexander Avenue to 34th Avenue E Project total \$9000.	01	P	0.50	C G P S T W	PE	1/1/2017						1	1								
							Totals																1
16	47	66th Avenue E 66th Avenue E from: 20th St E to: 26th St E Construct new road connecting 20th St E and 26th St E primarily developer funded Project total \$5,500.	01 05 12	P	0.38	P C G S T W														EA			
							Totals																
<b>Grand Totals for Fife</b>									<b>15,450</b>	<b>82,761</b>	<b>241,455</b>	<b>339,666</b>	<b>11,137</b>	<b>11866</b>	<b>3,568</b>	<b>313,095</b>							



## Stormwater Capital Improvement Project – Table of Contents

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Project 5: Firwood Condominiums

Project 6: Freeman Road East Storm Pond

Project 7: 15<sup>th</sup> Street East and 58<sup>th</sup> Avenue East

Project 8: 12<sup>th</sup> Street East and 58<sup>th</sup> Avenue East

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Project 16: Potential Property Acquisition

Project 17: Brookville Gardens Community Park – Demonstration Stormwater Treatment

## Capital Improvement Project 1: Erdahl Pump Station

**Problem Identification:** City maintenance staff.

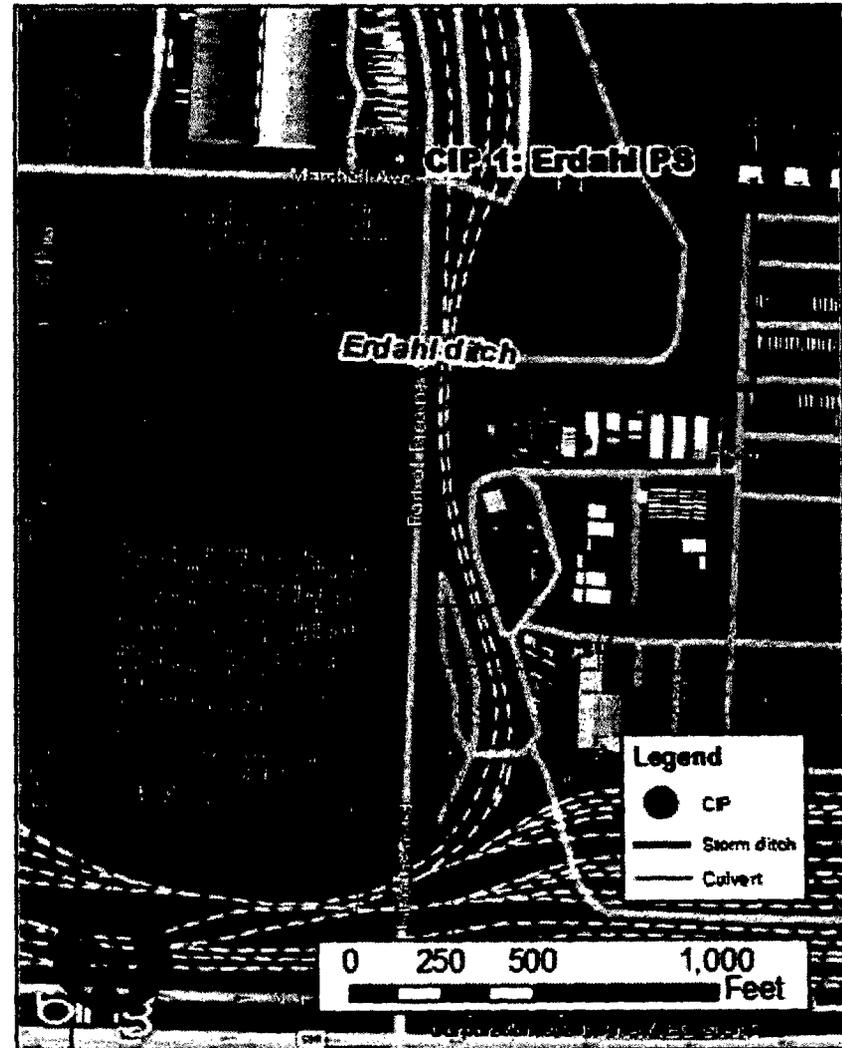
**Problem Summary:** The Erdahl Pump Station, located within Port of Tacoma property, is the outlet of the Erdahl Ditch. The pump station has three pumps; two operate normally with the third pump (Pump 3) providing peak capacity during high flows. Pump 3 has experienced vibration during operation. In addition, the pump station does not have telemetry to allow for remote operation or relay of alarms, which is noteworthy because of the pump station location being at the Port of Tacoma.

**Project Description:** This project will assess the condition of the Erdahl Pump Station. When a pump is experiencing severe vibration, it can be from a number of causes, including but not limited to: worn impellers, pump operating out of its preferred operating range, insufficient submergence and subsequent cavitation, rags or debris in the pump, soft foot (foundation coming loose from grout base), pump mechanical imbalance, or most commonly, poor intake conditions. The assessment will examine the age and condition of all equipment and structures and observation of the station while operating through its full capacity range. Original pump submittals and as-built installation drawings will be requested and reviewed. Assessment should occur during a storm event or at least a period of heavy rainfall and high flows. Operators and maintenance staff will also be interviewed. As a result of the condition assessment, necessary repairs will be identified for completion. Specifically, at a minimum, Pump 3 will be repaired. In addition, installing controls for remote monitoring and operation of the pump station will be evaluated.

**Project Justification:** The consequence of Pump 3 failure is significant, considering the pump operates during high flows in the Erdahl Ditch, and without the pump flooding would likely occur. Furthermore, there is no redundancy at this pump station, which reinforces the value of Pump 3 operation. Therefore, this project is justified to ensure proper drainage is maintained in the City of Fife during wet weather.

**Cost Assumptions:**

- Pump station condition assessment
- Pump 3 repair



TASK	1Q 2013	2Q 2013	3Q 2013	4Q 2013
Budget and Plan				
Select Consultant				
Complete Plan				
Construction				

Funding Source	Contribution
City of Fife – Drainage Utility	\$130,000
<b>Total Funding</b>	<b>\$130,000</b>

## Capital Improvement Project 2: 20<sup>th</sup> Street East and 48<sup>th</sup> Avenue Court East Drainage

**Problem Identification:** City maintenance staff.

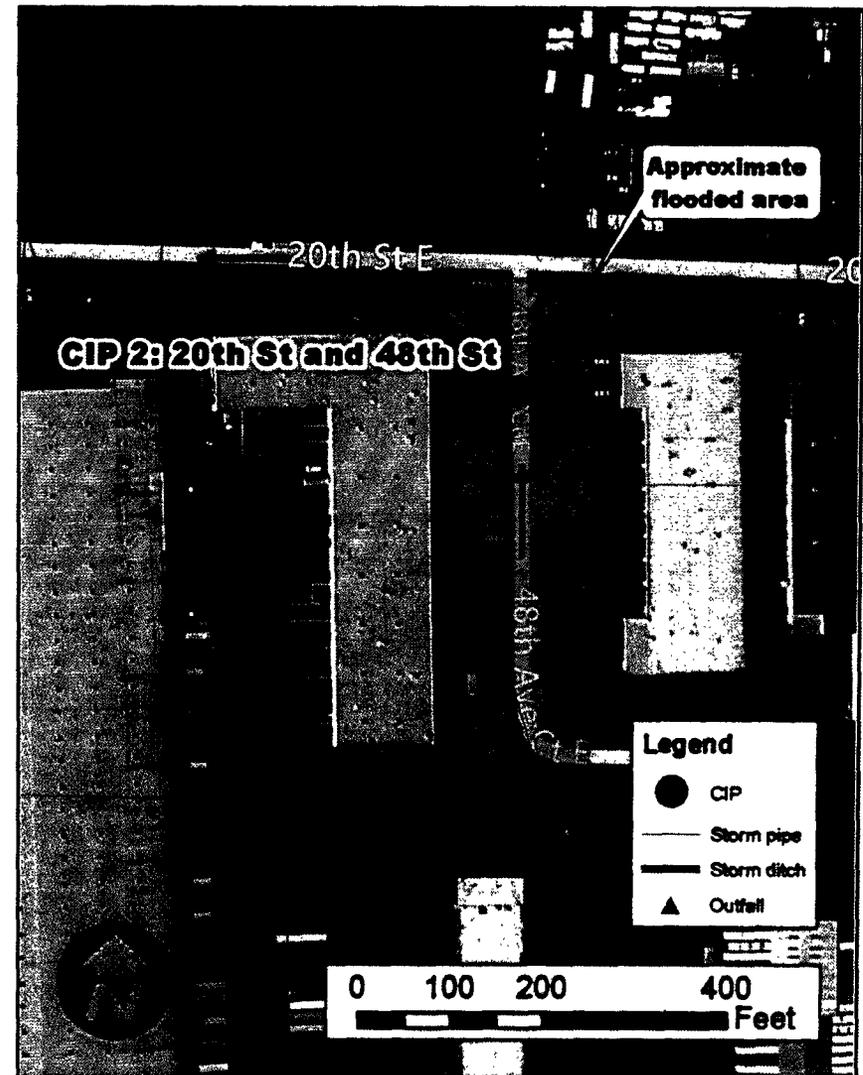
**Problem Summary:** Water ponds on 48th Avenue Court East during moderate or greater rainfall events, or about once every other year. Approximately three times in 13 years, ponded water has been at or above approximately 1-2 feet depth in the roadway, which is equivalent to the top of a nearby telephone pedestal on the west side of street. There is a siphon located downstream of this area that may influence conveyance capacity of the infrastructure draining this location.

**Project Description:** This project includes surveying stormwater infrastructure near and downstream of the flooding location. This infrastructure is assumed to consist mostly of piped conveyance. The survey information will be used to complete hydrologic and hydraulic analysis to identify the cause of flooding. The cost estimate for this project assumes completion of the study described above. As a result of this project, a capital project to reduce the flooding will be conceptualized

**Project Justification:** This project addresses flooding in the public right-of-way, and therefore justifies the use of public funds.

**Cost Assumptions:**

- Hydrologic and hydraulic modeling
- Survey



TASK	1Q 2013	2Q 2013	3Q 2013	4Q 2013
Budget and Plan				
Select Consultant				
Complete Plan				
Construction				

Funding Source	Contribution
City of Fife – Drainage Utility	\$60,000
<b>Total Funding</b>	<b>\$60,000</b>

### Capital Improvement Project 3: 26<sup>th</sup> Street East and Berry Lane

**Problem Identification:** City maintenance staff.

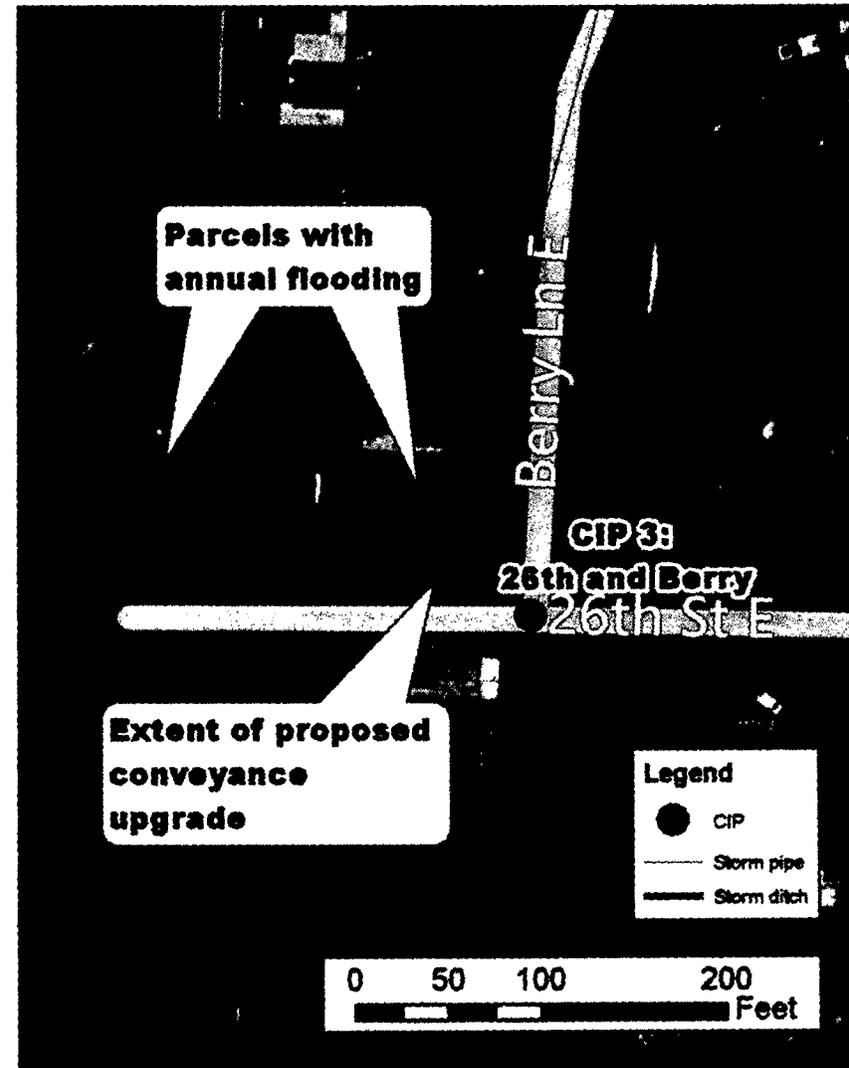
**Problem Summary:** The parcels at the northwest corner of 26<sup>th</sup> Street East and Berry Lane East experience annual flooding. The source of flooding is stormwater. The flow direction of stormwater conveyance in the vicinity of the flooded parcels is unknown.

**Project Description:** This project includes surveying the piped and open channel stormwater conveyance in the vicinity of the flooding. The survey information will be used to prepare plans for bidding to install piping for increased conveyance capacity.

**Project Justification:** The flooding identified at this location is not in the public right-of-way; however, the cause of flooding is likely public stormwater infrastructure. Therefore, the City is responsible for addressing the problem.

**Cost Assumptions:**

- Hydrologic and hydraulic modeling
- Survey
- Design and construction management



TASK	1Q 2013	2Q 2013	3Q 2013	4Q 2013
Budget and Plan				
Select Consultant				
Complete Plan				
Construction				

Funding Source	Contribution
City of Fife – Drainage Utility	\$170,000
<b>Total Funding</b>	<b>\$170,000</b>



## Capital Improvement Project 4: Valley Avenue East and Wilton Lane East

**Problem Identification:** City maintenance staff.

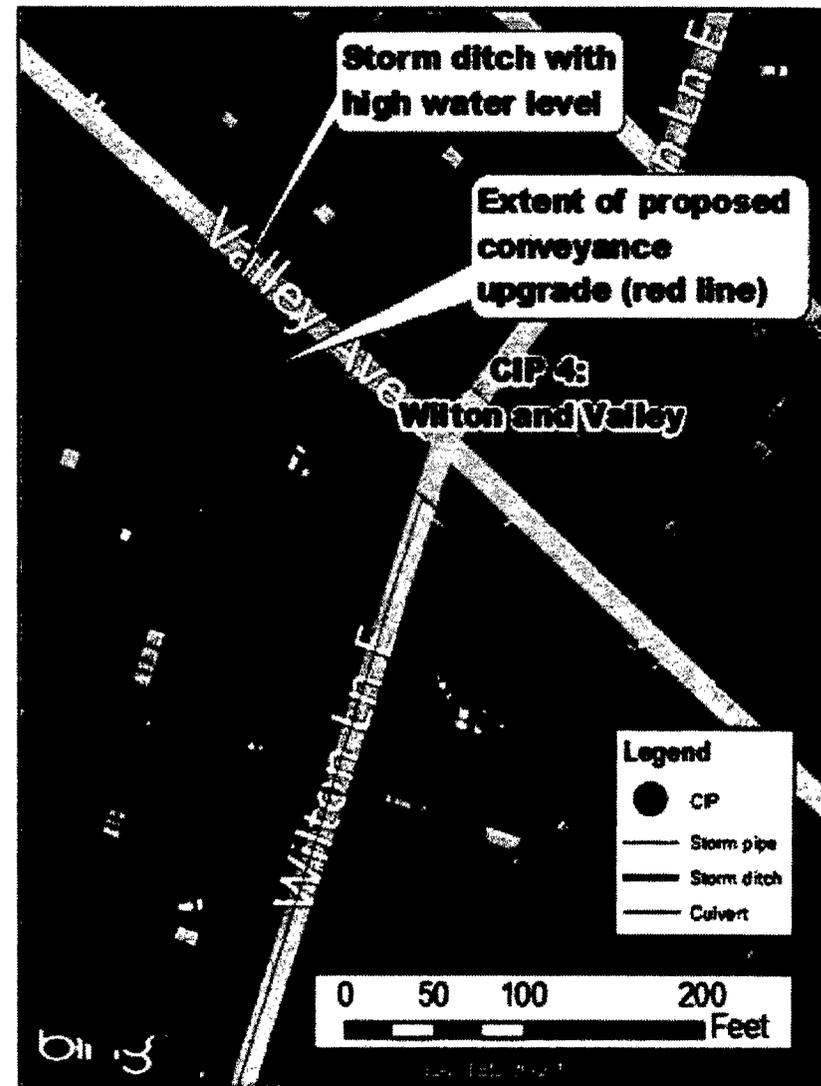
**Problem Summary:** The earthen open channel along the south side of Valley Avenue East experiences a high water level during large storms.

**Project Description:** This section of open channel will be replaced with buried piping. The project will require survey and modeling analysis to support the determination of hydraulic modifications to the channel. The project cost assumes the high water will be addressed by converting the open channel to closed conduit during the replacement of Valley Avenue East. Valley Avenue East is scheduled for widening in the City of Fife Transportation Plan. The stormwater piping will be installed in conjunction with the road widening.

**Project Justification:** Flooding has been identified at this location and the future risk of flooding is perceived to be high. The proposed road construction provides an opportunity to address the flooding risk while reducing construction costs.

**Cost Assumptions:**

- Survey
- Design and construction management



TASK	1Q 2013	2Q 2013	3Q 2013	4Q 2013
Budget and Plan				
Select Consultant				
Complete Plan				
Construction				

Funding Source	Contribution
City of Fife – Drainage Utility	\$90,000
<b>Total Funding</b>	<b>\$90,000</b>

## Capital Improvement Project 5: Firwood Condominiums

**Problem Identification:** City maintenance staff.

**Problem Summary:** The Firwood Condominiums, located in southwest Fife, experience flooding both on private property and in the public right-of-way along 79<sup>th</sup> and 80<sup>th</sup> Avenue Court East. The condominium stormwater system consists of subsurface infiltration (e.g., dry wells) for stormwater management. The site's proximity to the Puyallup River may affect the subsurface infiltration system performance. Specifically, high seasonal groundwater levels resulting from the influence of the river may inhibit infiltration of stormwater.

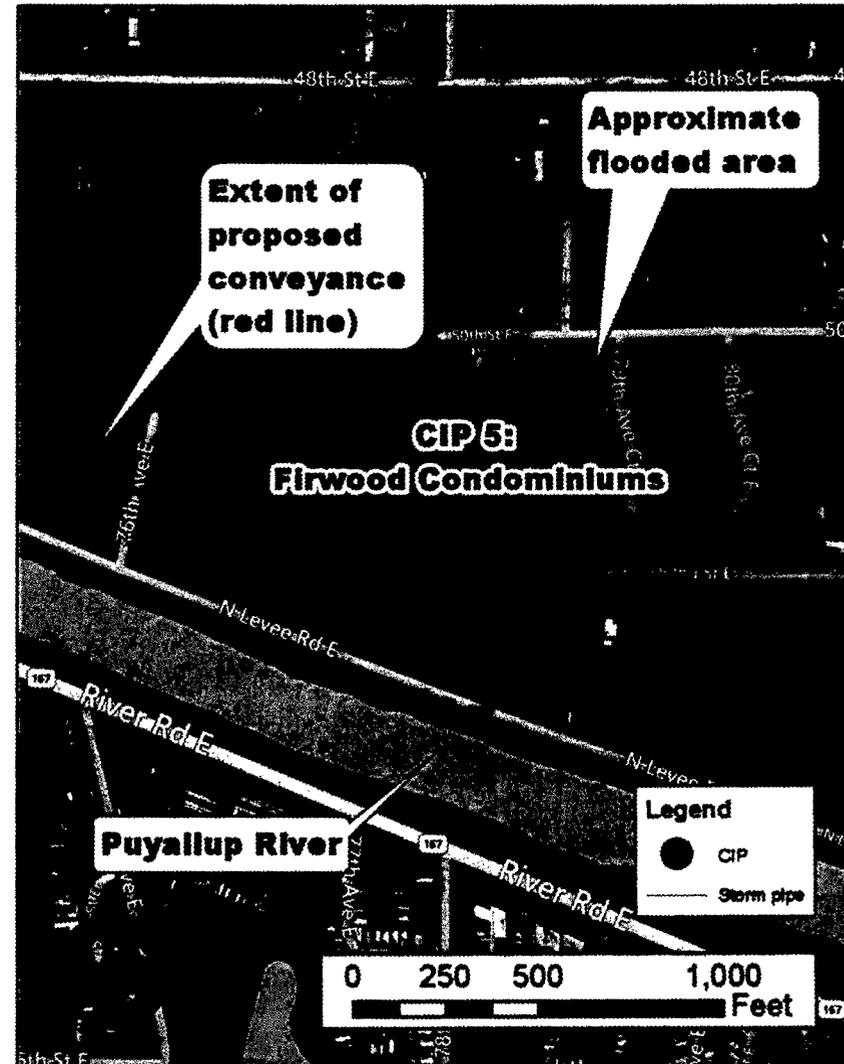
**Project Description:** This project will provide drainage improvements in 79<sup>th</sup>/80<sup>th</sup> Avenue Court East. The requested funds are not adequate to address all problems in the area, but will fund topographic survey, preliminary design/elevation setting, construction of a swale to the City-owned pond to the west, storm pipe under 52<sup>nd</sup> Street, and pipelines between 52<sup>nd</sup> Street and the condominium cul-de-sacs. The pipelines at the cul-de-sacs will be set at an elevation appropriate for further extension to serve the area. The extent of preliminary design will be adequate to allow budget setting for future extension of the system throughout the Firwood Condominium neighborhood.

**Project Justification:** Fife has completed or is in the process of completing all of the capital projects in its current (2002) Stormwater Comprehensive Plan except for those associated with Drainage District 23 and the District's Fife Ditch system. In the absence of an interlocal agreement with the District, it is appropriate that Fife move forward with selection of other capital projects.

The neighborhood drainage system cannot be accessed for maintenance without essentially reconstructing the entire system. It would be more cost effective to simply connect the system to Fife's existing pond. While pavement restoration would make a piped system throughout the entire neighborhood cost prohibitive, the provision of a connection point in each cul-de-sac will all the condominium association to construct swales on their common grounds that would connect to the new drains.

**Cost Assumptions:**

- Survey
- Design and Construction Management



TASK	1Q 2013	2Q 2013	3Q 2013	4Q 2013
Budget and Plan				
Select Consultant				
Complete Plan				
Construction				

Funding Source	Contribution
City of Fife – Drainage Utility	\$340,000
<b>Total Funding</b>	<b>\$340,000</b>



## Capital Improvement Project 6: Freeman Road East Storm Pond

**Problem Identification:** City maintenance staff.

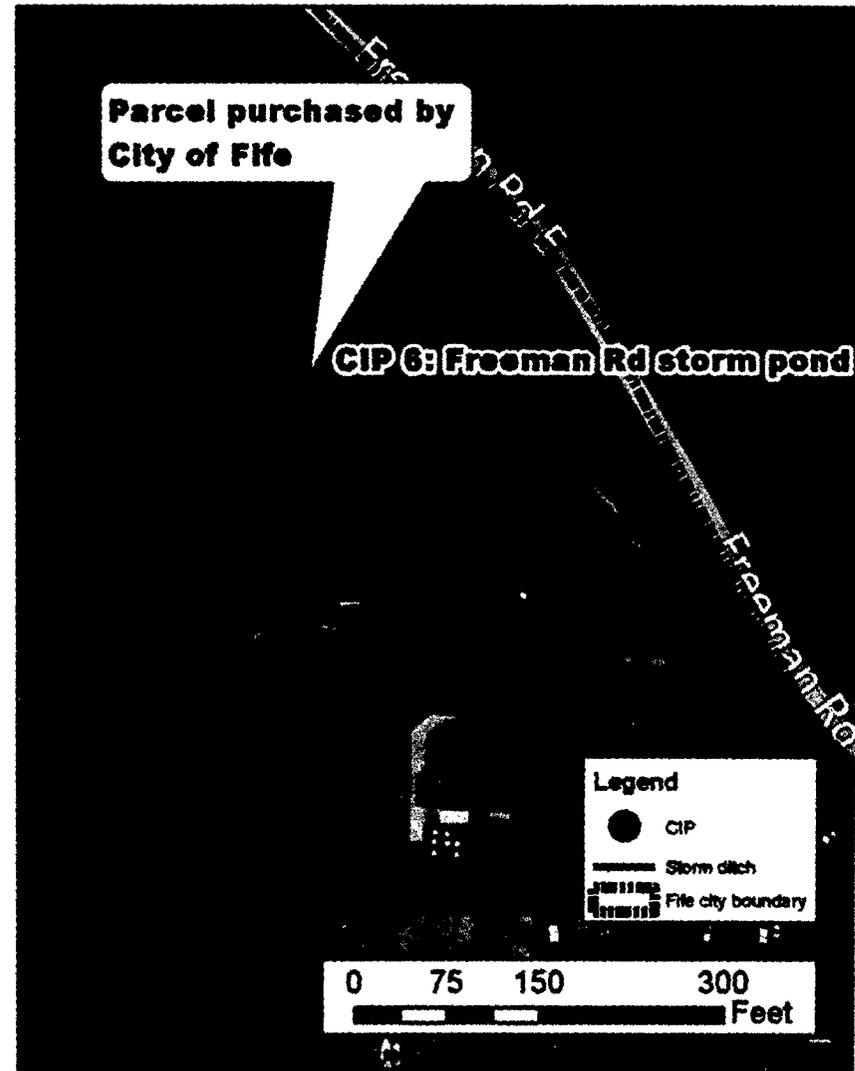
**Problem Summary:** Freeman Road East along the eastern boundary of the City of Fife currently has no stormwater management infrastructure. As the City expands, stormwater conveyance infrastructure will likely be placed within the existing public right-of-way along Freeman Road East. The City has purchased a parcel adjacent to Freeman Road East, which is intended for stormwater management as buildout occurs.

**Project Description:** This project will result in construction of a stormwater storage facility (i.e., pond) on the City-owned parcel adjacent to Freeman Road East. The project will involve two phases: 1) a pre-design study including survey and analysis followed by 2) pond design and construction. The pre-design will identify the tributary area managed by the proposed pond, and determine the extent of benefit to the downstream system. If the pre-design study confirms the facility will provide sufficient benefit, then a final design of the pond will be completed and construction will occur.

**Project Justification:** The parcel was purchased by the City of Fife for use as public stormwater infrastructure. The priority for this project is lower than more immediate needs (e.g., eliminate existing flooding) because this area of the City is relatively undeveloped upon the parcel and use in connection with stormwater management.

**Cost Assumptions:**

- Hydrologic and hydraulic modeling
- Survey
- Design and construction management



TASK	1Q 2013	2Q 2013	3Q 2013	4Q 2013
Budget and Plan				
Select Consultant				
Complete Plan				
Construction				

Funding Source	Contribution
City of Fife – Drainage Utility	\$430,000
<b>Total Funding</b>	<b>\$430,000</b>



## Capital Improvement Project 7: 15<sup>th</sup> Street East and 58<sup>th</sup> Avenue East

**Problem Identification:** Previous comprehensive plan.

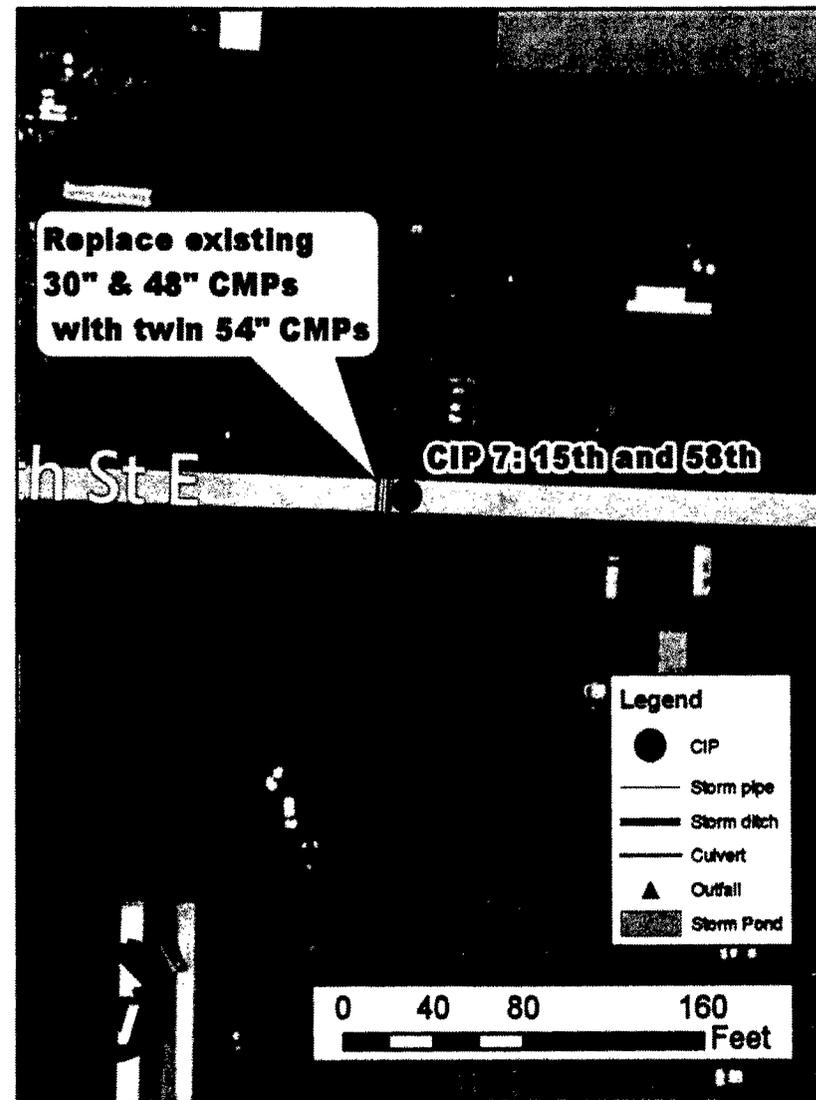
**Problem Summary:** According to the previous stormwater comprehensive plan, flooding occurs during large storm events along the east branch of the Fife Ditch near 15<sup>th</sup> Street East. The culverts beneath 15<sup>th</sup> Street East were identified as undersized based on observed backwater in the open channel upstream of the 15<sup>th</sup> Street East crossing.

**Project Description:** This project, as defined in the previous stormwater comprehensive plan, will upsize the 30-inch and 48-inch culverts to 54-inch corrugated metal pipe (CMP) culverts to increase the flow capacity of the channel as it crosses 15<sup>th</sup> Street East. Additional analysis to confirm the 54-inch CMP culverts will provide sufficient capacity will not be completed prior to final design and construction; therefore, this is assumed to have occurred in the previous stormwater comprehensive plan.

**Project Justification:** Flooding identified at this location is likely caused by public stormwater infrastructure and has the potential to disrupt use of the public right of way. The City is responsible for addressing the problem.

**Cost Assumptions:**

- Survey
- Design and construction management



TASK	1Q 2013	2Q 2013	3Q 2013	4Q 2013
Budget and Plan				
Select Consultant				
Complete Plan				
Construction				

Funding Source	Contribution
City of Fife – Drainage Utility	\$200,000
<b>Total Funding</b>	<b>\$200,000</b>



## Capital Improvement Project 8: 12<sup>th</sup> Street East and 58<sup>th</sup> Avenue East

**Problem Identification:** Previous comprehensive plan.

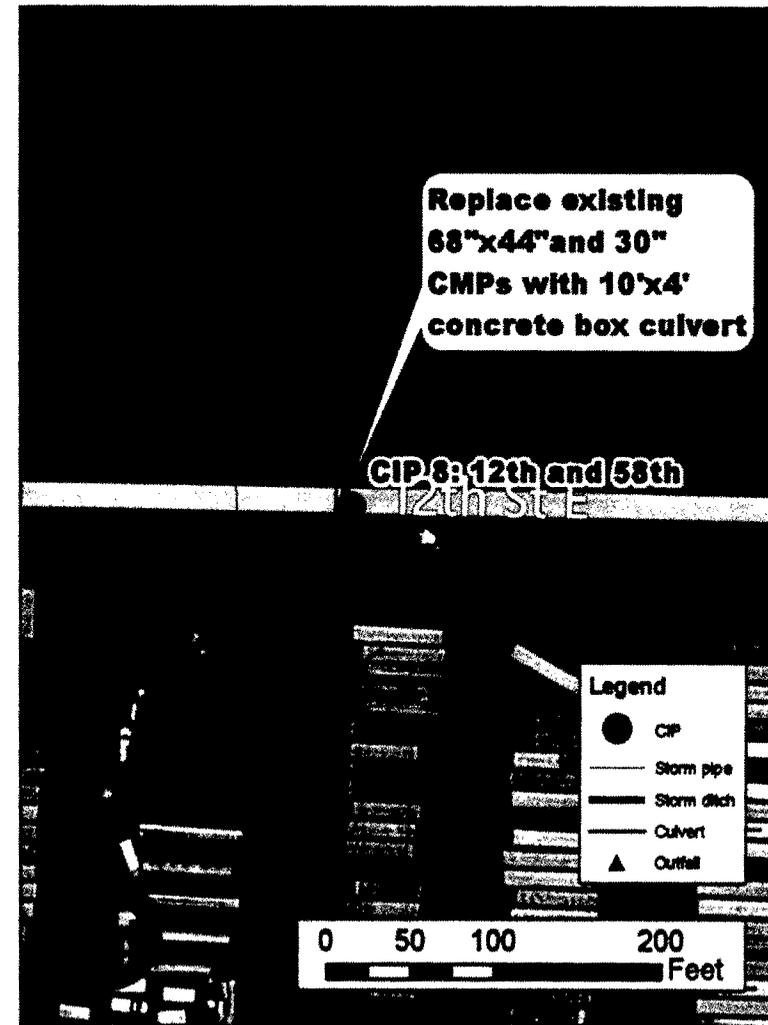
**Problem Summary:** According to the previous stormwater comprehensive plan, flooding occurs during large storm events along the east branch of the Fife Ditch near 12<sup>th</sup> Street East. The corrugated metal pipe culverts beneath 12<sup>th</sup> Street East were identified as undersized based on observed backwater in the open channel upstream of the 12<sup>th</sup> Street East crossing.

**Project Description:** This project, as defined in the previous stormwater comprehensive plan, will upsize the existing 68-inch by 44-inch box culvert and 30-inch corrugated metal pipe culvert with twin 10-foot by 4-foot concrete box culverts to increase the flow capacity of the channel as it crosses 12<sup>th</sup> Street East. Additional analysis to confirm the 10-foot by 4-foot concrete box culverts will provide sufficient capacity will not be completed prior to final design and construction; therefore, this is assumed to have occurred in the previous stormwater comprehensive plan.

**Project Justification:** Flooding identified at this location is likely caused by public stormwater infrastructure and has the potential to disrupt use of the public right-of-way. The City is responsible for addressing the problem.

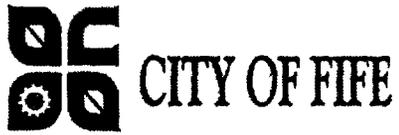
**Cost Assumptions:**

- Survey
- Design and construction management



TASK	1Q 2013	2Q 2013	3Q 2013	4Q 2013
Budget and Plan				
Select Consultant				
Complete Plan				
Construction				

Funding Source	Contribution
City of Fife – Drainage Utility	\$260,000
<b>Total Funding</b>	<b>\$260,000</b>



## Capital Improvement Project 9: 4<sup>th</sup> St East and 56<sup>th</sup> Ave East/ Benthien Loop

**Problem Identification:** City maintenance staff.

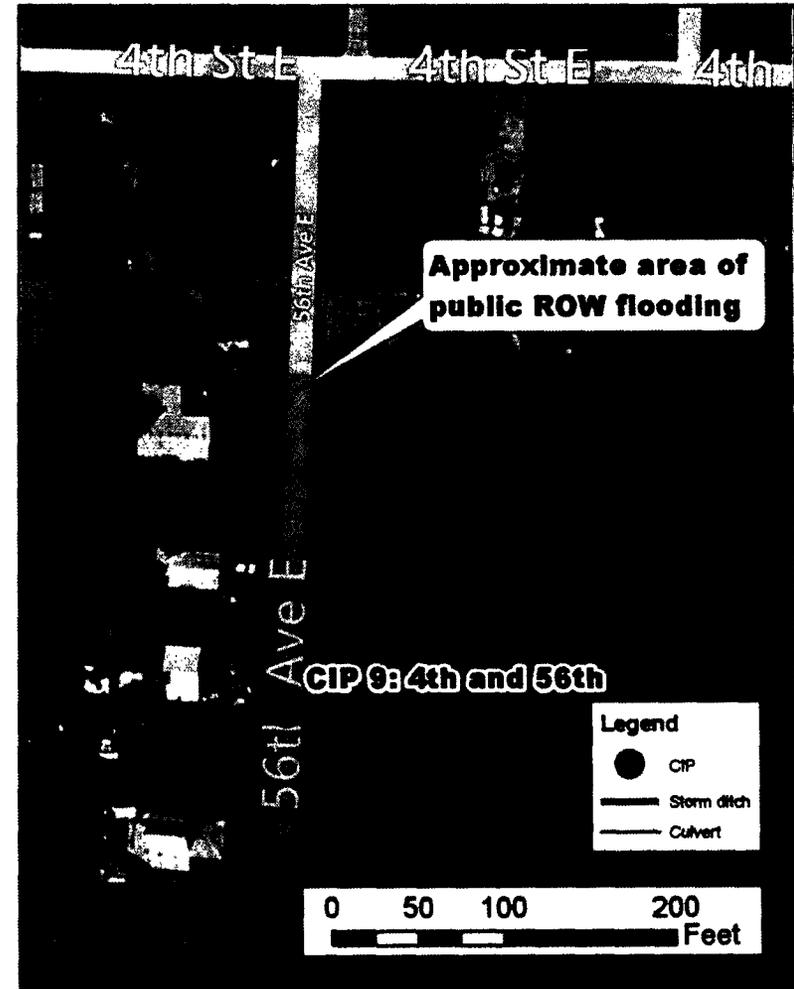
**Problem Summary:** Flooding occurs approximately twice annually, as a result of rainfall, along 56<sup>th</sup> Avenue East in the public right-of-way. There is a storm ditch along the east side of 56<sup>th</sup> Avenue East, which is an assumed contributor to the flooding. SR-167 is planned to be constructed to the south.

**Project Description:** This project will include a survey, which will be used to develop a hydraulic model for assessing the hydraulic capacity of the storm ditch along the eastern side of 56<sup>th</sup> Avenue East. A hydrologic model of the area tributary to the ditch will be built to estimate stormwater inflow. The hydraulic model will also be used to develop hydraulic modification alternatives to minimize the risk of future flooding. As a result of the modeling and alternatives analysis, a capital project concept will be developed.

**Project Justification:** The flooding identified at this location is within the public right-of-way. The City is responsible for addressing the problem.

**Cost Assumptions:**

- Hydrologic and hydraulic modeling
- Survey



TASK	1Q 2013	2Q 2013	3Q 2013	4Q 2013
Budget and Plan				
Select Consultant				
Complete Plan				
Construction				

Funding Source	Contribution
City of Fife – Drainage Utility	\$60,000
<b>Total Funding</b>	<b>\$60,000</b>



## Capital Improvement Project 10: 4<sup>th</sup> Street East and 54<sup>th</sup> Avenue East

**Problem Identification:** Previous comprehensive plan.

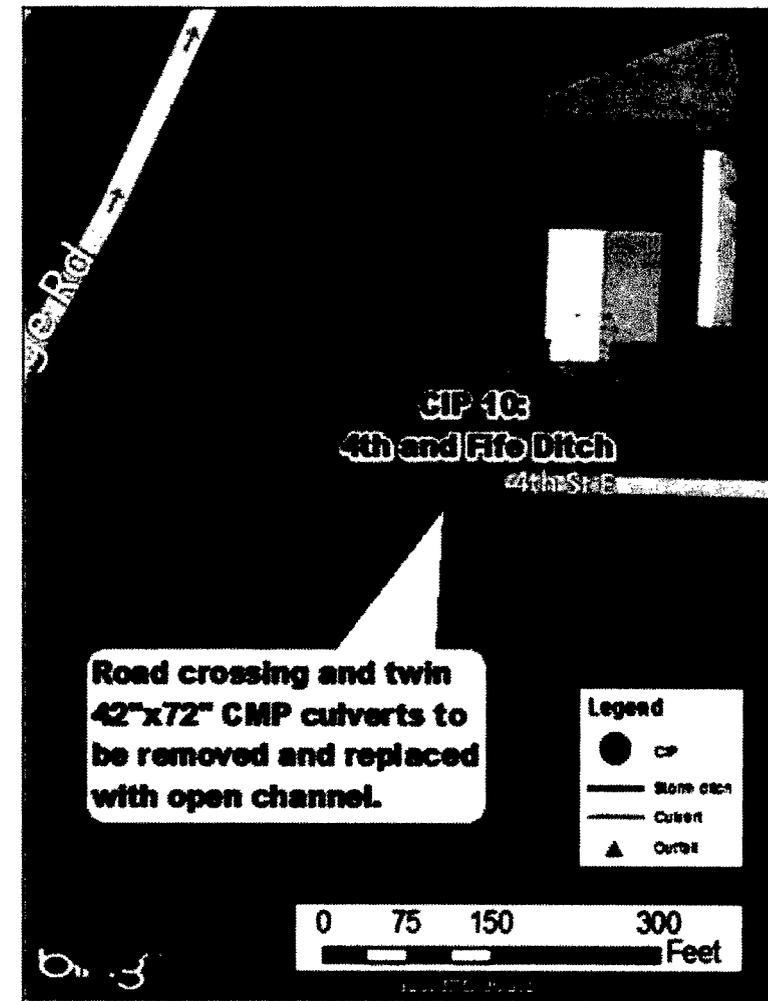
**Problem Summary:** According to the previous stormwater comprehensive plan, flooding at the 4<sup>th</sup> Street East crossing of the Fife Ditch occurs during large storms. Flooding at this location is considered lower priority as 4<sup>th</sup> Street East dead ends at a parcel of land containing a woodchip pile used by the Washington State Department of Transportation (WSDOT). Flooding is likely due to Fife Ditch backwater effects at the 4<sup>th</sup> Street East crossing during wet weather, affecting drainage laterals upstream and causing flooding to an unused parcel of land to the south. The inverts of the existing culverts were described as being about six inches above the channel bottom, which further restricts discharge capacity.

**Project Description:** As specified in the previous stormwater plan, this project will remove the two existing culverts and return the ditch to an open channel at the crossing. The extent of 4<sup>th</sup> Street East will be modified so the street ends at the ditch crossing. Access to the unused parcel of land to the south and the WSDOT woodchip pile to the north will be achieved via State Route 509, which lies immediately to the west of the end of 4<sup>th</sup> Street East.

**Project Justification:** The flooding identified at this location is likely caused by public stormwater infrastructure and affects the public right-of-way. The City is responsible for addressing the problem.

**Cost Assumptions:**

- Survey
- Design and construction management



TASK	1Q 2013	2Q 2013	3Q 2013	4Q 2013
Budget and Plan				
Select Consultant				
Complete Plan				
Construction				

Funding Source	Contribution
City of Fife – Drainage Utility	\$150,000
<b>Total Funding</b>	<b>\$150,000</b>

## Capital Improvement Project 11: 8<sup>th</sup> Street East and 54<sup>th</sup> Avenue East

**Problem Identification:** Previous comprehensive plan.

**Problem Summary:** According to the previous stormwater comprehensive plan, flooding occurs during large storms along the east branch of the Fife Ditch upstream of the 54<sup>th</sup> Avenue East crossing. The existing culverts were identified as undersized, which can cause flooding upstream due to effects of backwater.

**Project Description:** As specified in the previous stormwater plan, this project will upgrade the existing culverts at 54<sup>th</sup> Avenue East and 8<sup>th</sup> Street East. More specifically, the existing twin 68-inch by 44-inch culverts will be replaced with twin 10-foot by 4-foot box culverts.

**Project Justification:** The flooding identified at this location is within the public right-of-way and the cause is likely the public stormwater infrastructure. The City is responsible for addressing the problem.

**Cost Assumptions:**

- Survey
- Design and construction management



TASK	1Q 2013	2Q 2013	3Q 2013	4Q 2013
Budget and Plan				
Select Consultant				
Complete Plan				
Construction				

Funding Source	Contribution
City of Fife – Drainage Utility	\$770,000
<b>Total Funding</b>	<b>\$770,000</b>



## Capital Improvement Project 12: 27<sup>th</sup> Street East

**Problem Identification:** City maintenance staff.

**Problem Summary:** Flooding occurs in the backyards of homes just south of the 27<sup>th</sup> Street East cul-de-sac. During these private property flooding events, stormwater can be seen at the rim of a recently installed catch basin in the cul-de-sac north of the homes. The cause of flooding in the backyards of the affected homes is unknown.

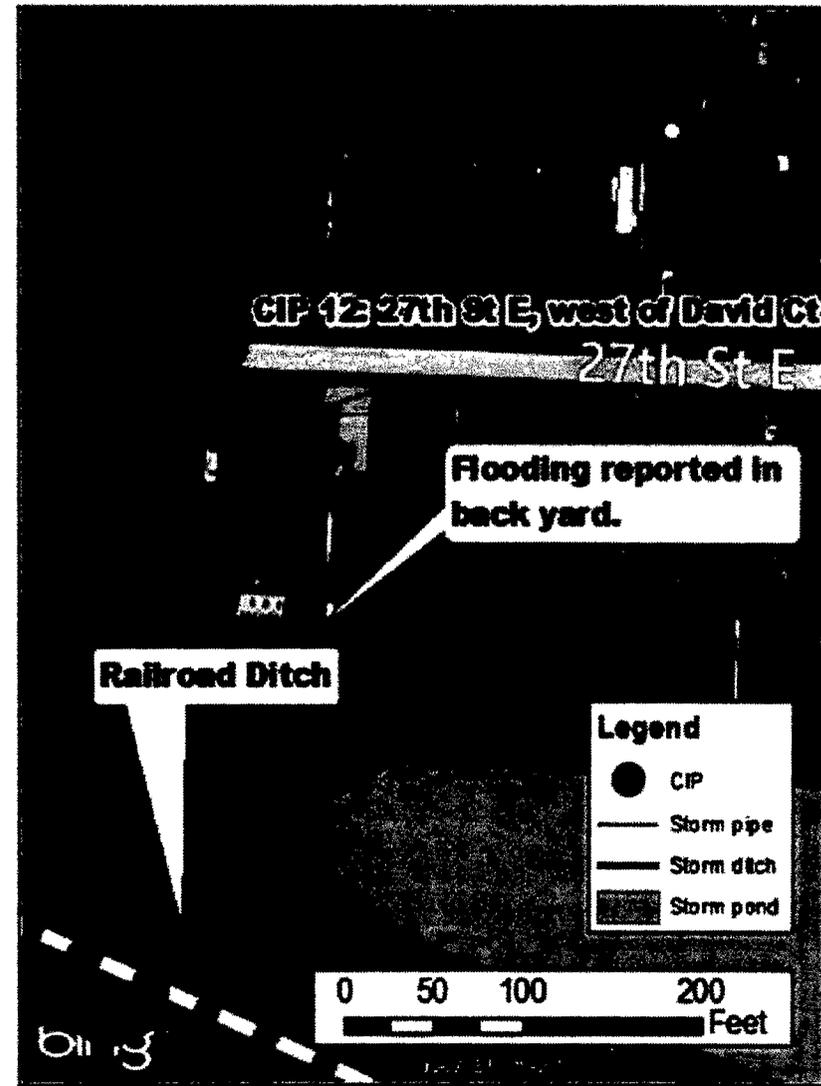
**Project Description:** This project will include a detailed survey, which will be used to develop a hydraulic model for assessing the capacity of the collection system in the area as well as the location and condition of drains and inlets in the area. The survey will also investigate the outlet of the downstream storm ditch as its discharge location is presently unknown. A hydrologic model will be developed to estimate stormwater inflow. The models will be used to evaluate alternatives for minimizing the risk of future flooding and developing potential capital improvement concepts.

Three railroad ditch, south of the problem area, has been identified as a contributor to flooding. Therefore, cleaning or modification of the railroad ditch should be part of the alternatives evaluated, and subsequent capital improvement concepts.

**Project Justification:** Although the flooding identified at this location is on private property, the cause of flooding is unknown and may be related to public stormwater infrastructure.

**Cost Assumptions:**

- Hydrologic and hydraulic modeling
- Survey



TASK	1Q 2013	2Q 2013	3Q 2013	4Q 2013
Budget and Plan				
Select Consultant				
Complete Plan				
Construction				

Funding Source	Contribution
City of Fife – Drainage Utility	\$60,000
<b>Total Funding</b>	<b>\$60,000</b>

### Capital Improvement Project 13: Interstate 5 and Erdahl Ditch

**Problem Identification:** City maintenance staff.

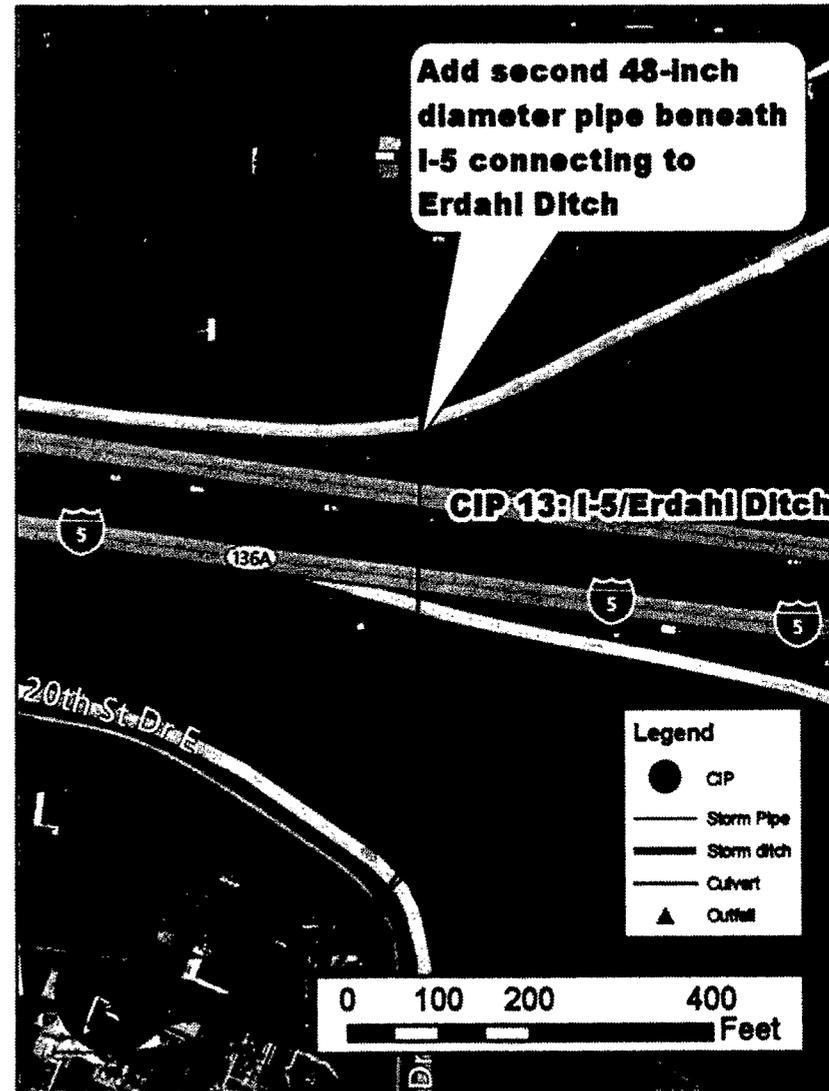
**Problem Summary:** A 48-inch-diameter pipe beneath Interstate 5 (I-5) connects drainage from along 20<sup>th</sup> Street East south of I-5 to the Erdahl Ditch north of I-5. The pipe does not presently experience backwater or cause flooding.

**Project Description:** This project will involve surveying the existing pipe, its connections, and the land surface around the pipe. The survey will guide the design and construction of a second 48-inch-diameter pipe beneath I-5 parallel to the existing pipe. Construction of the second parallel pipe (as part of this project) will increase conveyance capacity of stormwater to the Erdahl Ditch and ensure future capacity and increased reliability.

**Project Justification:** The I-5 crossing is part of the public stormwater conveyance system. The City is justified in using public funds to upsize the capacity of the crossing to minimize future conveyance risks and damages.

**Cost Assumptions:**

- Survey
- Design and construction management



TASK	1Q 2013	2Q 2013	3Q 2013	4Q 2013
Budget and Plan				
Select Consultant				
Complete Plan				
Construction				

Funding Source	Contribution
City of Fife – Drainage Utility	\$1,210,000
<b>Total Funding</b>	<b>\$1,210,000</b>

## Capital Improvement Project 14: 20<sup>th</sup> Street East Culvert Upgrade

**Problem Identification:** Previous comprehensive plan.

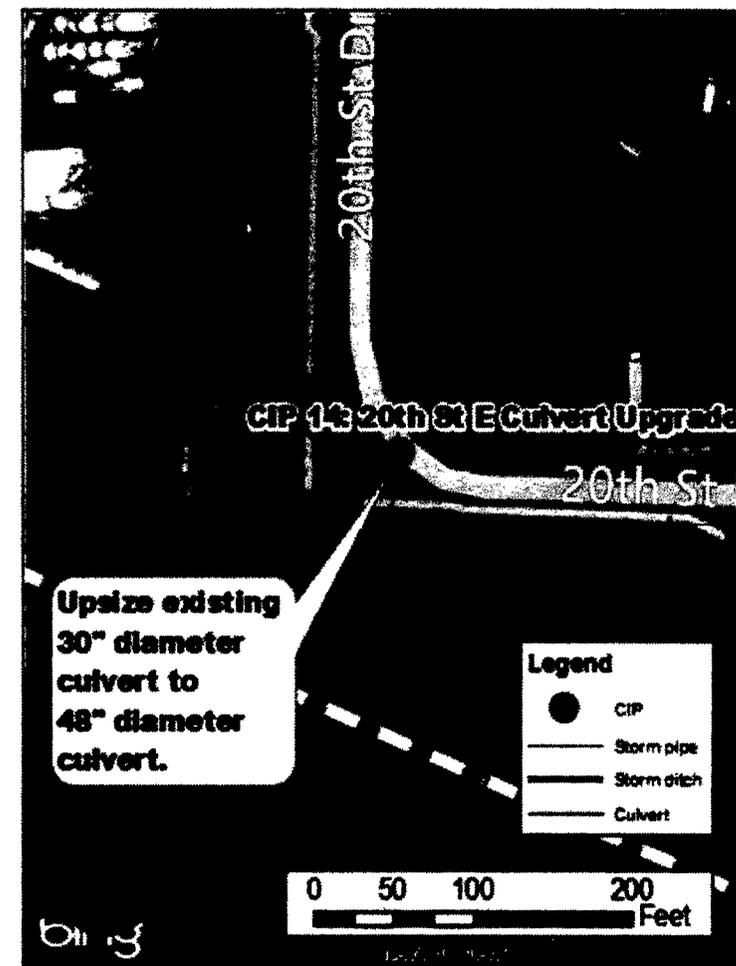
**Problem Summary:** As described in the previous stormwater comprehensive plan, an existing drainage channel crosses 20<sup>th</sup> Street East via a 110-foot-long, 30-inch-diameter concrete culvert. The discharge capacity of the culvert restricts flow during large storm events, resulting in backwater conditions and flooding of 20<sup>th</sup> Street East.

**Project Description:** The proposed project, as described in the previous plan, is to replace the existing 30-inch-diameter culvert with a 48-inch-diameter concrete culvert to increase conveyance capacity.

**Project Justification:** The culvert crossing 20<sup>th</sup> Street East is part of the public stormwater infrastructure, and its reduced capacity causes flooding in the public right-of-way. Because of this, the City is justified in using public funds to remedy the problem.

**Cost Assumptions:**

- Survey
- Design and construction management



TASK	1Q 2013	2Q 2013	3Q 2013	4Q 2013
Budget and Plan				
Select Consultant				
Complete Plan				
Construction				

Funding Source	Contribution
City of Fife – Drainage Utility	\$190,000
<b>Total Funding</b>	<b>\$190,000</b>

**Capital Improvement Project 15: Firwood Ditch Freeman Road Pipe Replacement**

**Problem Identification:** City maintenance staff.

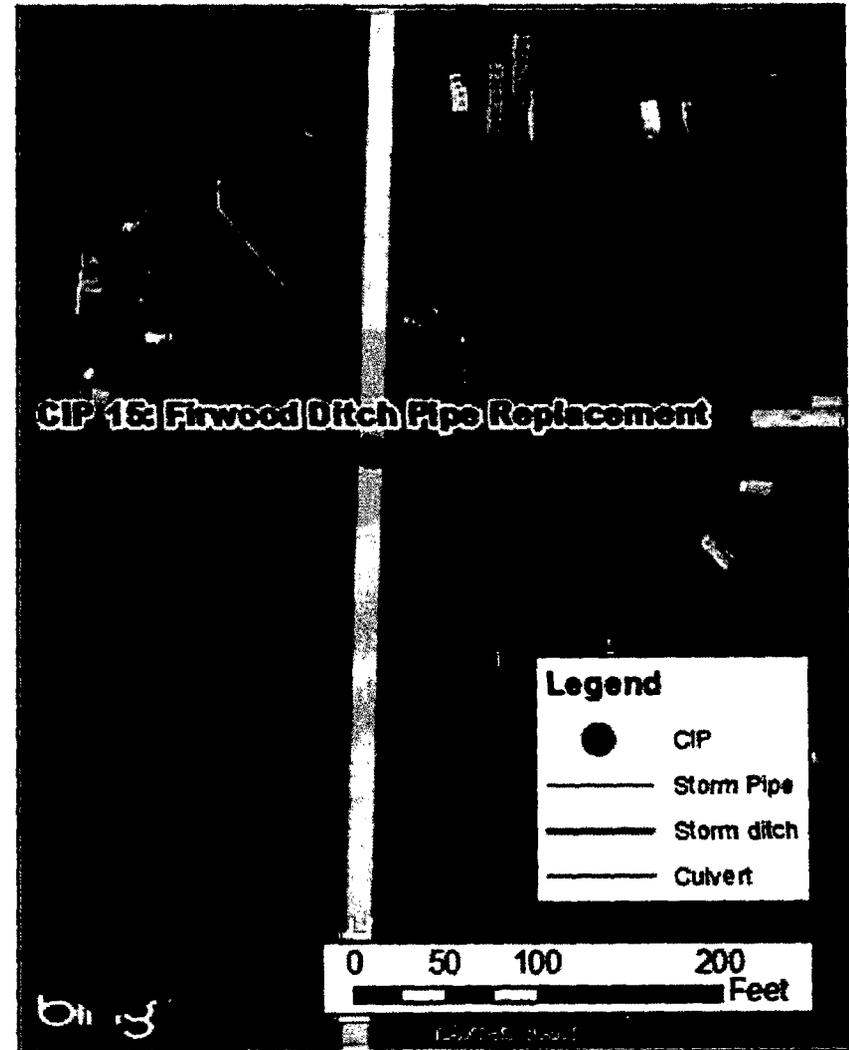
**Problem Summary:** The pipe has been identified as needing replacement in the next ten years by Scott Nyberg, drainage foreman.

**Project Description:** The proposed project, as described by City staff, is to replace the existing 24-inch-diameter reinforced concrete pipe in kind.

**Project Justification:** The existing pipe is part of the public stormwater infrastructure and is in need of replacement. Failure of the pipe could result in reduced capacity and cause flooding in the public right-of-way. Because of this, the City is justified in using public funds to proactively remedy the problem.

**Cost Assumptions:**

- Survey
- Design and construction management



TASK	1Q 2013	2Q 2013	3Q 2013	4Q 2013
Budget and Plan				
Select Consultant				
Complete Plan				
Construction				

Funding Source	Contribution
City of Fife – Drainage Utility	\$90,000
<b>Total Funding</b>	<b>\$90,000</b>



## Capital Improvement Project 16: Potential Property Acquisition

**Problem Identification:** City staff.

**Problem Summary:** Property acquisition would be utilized for potential future uses (restoration) and stormwater improvements rather than to address immediate drainage concerns.

**Project Description:** Property acquisition would be used for future Wapato Creek restoration and stormwater management improvements to Freeman Road north of Valley Avenue, similar to those described for CIP No. 6.

**Project Justification:** Properties would be purchased by the City of Fife for use as public stormwater infrastructure, but may not be entirely funded through the drainage utility. The priority for this project is lower than more immediate drainage needs.

**Cost Assumptions:**

- Property Acquisition Costs
- Property appraisal, negotiation, title/escrow, and condemnation/incidental fees

TASK	1Q 2013	2Q 2013	3Q 2013	4Q 2013
Budget and Plan				
Select Consultant				
Complete Plan				
Construction				

Funding Source	Contribution
City of Fife – Drainage Utility	\$500,000
<b>Total Funding</b>	<b>\$500,000</b>



# Brookville Gardens Community Park – Demonstration Stormwater Treatment

Fund 404

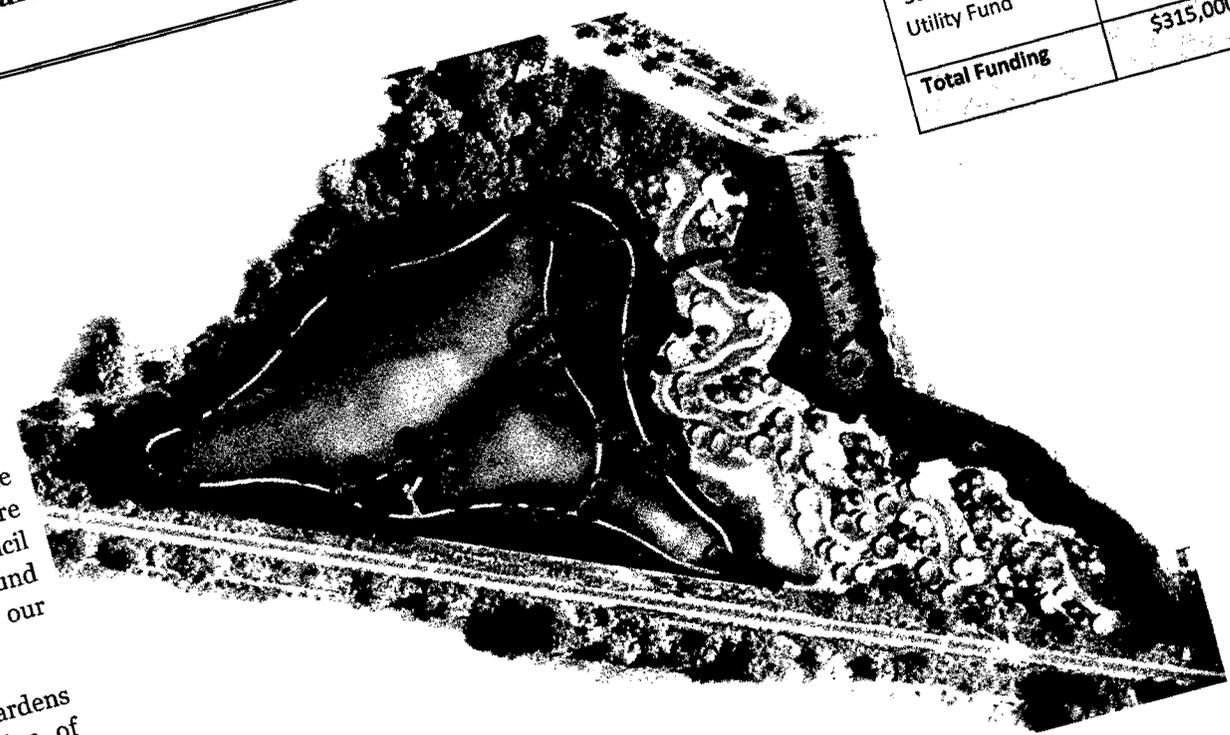
### Project Description

Construction of stormwater quality improvements associated with Brookville Gardens Community Park.

### Project Justification

Treating stormwater generated from the proposed parking lot and open space before discharge into Wapato Creek is a past council goal of delivering clean water to Puget Sound and requirement for compliance with our adopted stormwater manual.

The improvements include seven rain gardens and three green roofs. The construction of these improvements can be funded by the stormwater utility. These facilities will serve to demonstrate the feasibility of rain gardens and green roofs in Fife.



Funding Source	Contribution
Stormwater Utility Fund	\$315,000
<b>Total Funding</b>	<b>\$315,000</b>

TASK	3 Q 2013	4 Q 2013	1 Q 2014	2 Q 2013	2014
Design & Permitting					
Bid Doc Prep & Bidding					
Bid Selection & Award					
Construction					

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## APPENDIX A

### CONCURRENCY MANAGEMENT SYSTEM

#### I. Establishment

The City of Fife hereby establishes a Concurrency Management System (CMS) for all City development approvals. This system is intended to insure that capital facilities and services needed to maintain minimum level of service standards as set forth in the Capital Facilities Element of the Fife Comprehensive Plan are available at the time or within a reasonable time after development, occupancy, or use.

#### II. Level of Service Standards

The City has established level of service standards for which concurrency must be maintained. The standards so established are those set forth in Section V of the Revised Capital Facilities Plan Element of the Fife Comprehensive Plan.

#### III. Applications

- A. For purposes of this CMS, "development approval" shall mean approval by the City of any Type II or Type III project permit types as set forth in Chapter 14.02 of the Fife Municipal Code.
- B. For development approval, each applicant, except those exempted from concurrency, shall also apply for a Certificate of Concurrency.
- C. An applicant requesting development approval by the City shall provide all information required by the City for a concurrency evaluation of the project. This may include additional information determined to be needed by the Director of Community Development in order to fully evaluate the project for concurrency.
- D. No development approvals shall be granted unless the applicant meets all requirements for a Certificate of Concurrency.

#### IV. Concurrency Test

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In order to satisfy concurrency management requirements, each development proposal must demonstrate that the adopted levels of service and concurrency standards for public facilities and services will not be degraded by the impact of the development. The following is a checklist of impacts that must be analyzed and quantified by the applicant for any development proposal.

- Use of potable water
- Amount of sanitary sewer flow generated
- Increased traffic on surrounding streets as set forth in Section VI of this CMS
- Changes in the amount, nature, or pattern of stormwater runoff
- Creation of need for additional parks, recreation, or open space
- Additional demand for public school classroom space

If the City determines any of these impacts to be significant, the City shall then determine the availability of adequate capacity of public facilities and services to maintain the adopted level of service standards.

#### **V. Calculating Available Capacity/Policies**

For purposes of land development regulations, the available capacity of public facilities and services should be determined through the following means.

A. Add together:

1. The total service capacity of existing facilities operating at the required level of service; and
2. The total capacity of new facilities, if any, that will become available on or before the date of occupancy of the proposed development. The capacity of new facilities may be counted only if one or more of the following are shown:
  - i. Construction of new facilities is underway at the time the development permit is issued;
  - ii. The new facilities are the subject of a binding contract for construction of facilities or provision of services at the time of issuance of the development permit; or

- 
- iii. An enforceable development agreement is in place that guarantees the new facilities. Such facilities shall be consistent with the Capital Facilities Element of the Comprehensive Plan. The agreement shall guarantee that the necessary facilities and services will be in place when the impacts of the development occur.

B. Subtract from those capacities the sum of:

1. The demand for the service or facility created by existing development documented in the Comprehensive Plan;
2. The demand for the service or facility created by the anticipated completion of other approved developments, redevelopment, or other development activity; and
3. The demand for the service or facility created by the anticipated completion of the proposed development.

In the case where a project demonstrates available capacity, a Certificate of Concurrency shall be issued. Where available capacity cannot be shown, the applicant shall comply with one of the options as set forth in Section VII to meet concurrency requirements and maintain adopted level of service standards. If the applicant cannot comply with concurrency through option A, C, D, or E, the City shall choose option B, F, or G.

In addition to the requirements set forth in this section, the applicant must meet the traffic concurrency requirements as set forth in Section VI of this CMS.

## **VI. Concurrency Threshold for Transportation Facilities**

- A. **Threshold.** Concurrency threshold is defined as when demand as measured by the City for a transportation corridor or intersection reaches 90 percent of capacity. Capacity is defined as the maximum number of peak hour vehicle trips that a transportation facility can accommodate at the level of service established by the Capital Facilities Element of the Five Comprehensive Plan. When this threshold is reached, the concurrency test as set forth in this section shall apply to all development proposals that have a probable impact on the demand in such corridor. If a transportation corridor is below the concurrency threshold and a proposed project will have an impact such that the corridor will exceed the threshold, the concurrency procedures as set forth in this section shall apply.
- B. **Below Threshold.** Prior to reaching concurrency threshold, the existing available capacity shall be allocated on a "first come, first served" basis.

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- C. Application. The Community Development Director shall determine if a proposed development will have a probable impact on a transportation corridor that is close to or exceeds its concurrency threshold. Unless exempted by the City in accordance with this Concurrency Management System, all development permits for a project that the City estimates will lead to a transportation volume in excess of a transportation corridor's concurrency threshold, or will impact a transportation corridor that already exceeds the threshold, shall include a concurrency test. The concurrency test is part of the development permit process and shall be conducted by the Community Development and Public Works Departments.
- D. Transportation Impact Analysis. For all development permits that are not exempt under this CMS, a transportation impact analysis using the best available methodology shall be submitted to and approved by the Community Development Director. For all development permits that are not exempt and are subject to the State Environmental Policy Act (SEPA), a registered professional engineer in the State of Washington shall complete or supervise the transportation impact analysis. The Community Development Director may cause the development of a transportation impact analysis using the best available methodology and at the applicant's expense in lieu of the applicant's analysis or to verify the applicant's analysis.
- E. Waiver. Upon written request of an applicant, the director may waive the requirement for a traffic impact analysis or limit the scope of the analysis and required elements of a traffic impact analysis where the director determines that the potential transportation impacts upon the affected transportation corridor(s) and/or intersections(s) have been adequately analyzed in prior research or reports and/or are not projected to cause a reduction in the operating level of affected transportation corridors and/or intersections.
- F. Test. The available and planned six year capacity shall be used in conducting the concurrency test. Development permits that result in a reduction of a corridor's level of service below the standard set forth in

Section V of the Capital Facilities Element of the Comprehensive Plan cannot be approved.

1. After accounting for the project's development impact, if the resulting corridor capacity is above or equal to the capacity required to maintain the established level of service standard, the concurrency test is passed.
2. After accounting for the projected development impact, if the available capacity of a transportation corridor is less than the capacity required to maintain the established level of service standard, the concurrency test is not passed. The applicant must then comply with one of the options set forth in Section VII of this CMS. If the applicant cannot meet concurrency through option A, C, D, or E, the City shall choose option B, F, or G.

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- G. Preliminary Concurrency Test. An applicant may request a preliminary concurrency test without an accompanying application for a development permit. A fee, as set forth on the approved fee schedule, shall be charged for such preliminary test. Any available capacity cannot be reserved through this preliminary process. The result of a preliminary concurrency test is considered an administrative decision and cannot be appealed.

#### **VII. Options for Meeting Concurrency.**

- A. Developer provided improvements. The project owner or developer may provide the necessary improvements to maintain level of service standards. In such cases, the project application must include appropriate plans for improvements, documentation that such improvements are designed to provide the capacity necessary to achieve or maintain level of service standards, and recordable instruments guaranteeing the construction of such facilities.
- B. Impact fees. Impact fees are assessments levied against the developer to pay for developer generated impacts on certain public facilities and services. State law permits impact fees to be levied by the City for roads, parks and recreation facilities, and schools.
- C. Improvement Districts (LID's). Local improvement districts can be created to assess benefiting property owners for their fair share of the costs for needed public improvements. LID's are often used to pay for road, sewer, water, and stormwater projects.
- D. Project Alteration. The proposed project may be changed so that its impact on capital facilities can be met by available capacity.
- E. Postponement of Development. The proposed project may be postponed to a specific year or until the City can provide the necessary additional public facilities or services capacity.
- G. Land Use Amendment. If the City determines that it can no longer afford to maintain certain level of service standards, it can revise the Land Use Element of the Comprehensive Plan and amend the City's standards accordingly.
- H. Project Denial. If the proposed project results in lowering any level of service standards and no reasonable means can be found to increase the capacity of public facilities (including developer-provided improvements), the City may deny the project application.

#### **VIII. Certificate of Concurrency.**



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development permits during the 12 months following the completion of the Statement. The Statement shall therefore include the following:

- A. A summary of new developments that have been completed during the given time period, including a list of certificates of occupancy indicating development represented by types and square footage.
- B. A summary of building permit activity, indicating:
  - 1. Those permits that expired without starting construction;
  - 2. Those permits that were active at the time of the report;
  - 3. The quantity of development represented by the outstanding building permits.
- C. A summary of projects submitted for environmental review.
- D. An evaluation of each facility indicating:
  - 1. Capacity available for each at the start and end of the reporting period;
  - 2. The portion of available capacity held for projects in the development process;
  - 3. A comparison of actual capacity to calculated capacity resulting from approved building permits and other vested projects;
  - 4. A comparison of actual capacity and levels of service to adopted levels of service from the Comprehensive Plan, and;
  - 5. A forecast of the capacity for each facility based upon the most recently updated schedule of capital improvements in the capital facilities element.

## **XI. Appeal**

The City of Fife's Community Development Director administers the Concurrency Management System. The Directors' decisions may be appealed to the City's Hearing Examiner in accordance with Section 2.50.050 of the Fife Municipal Code.

