

Element 7

CAPITAL FACILITIES



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.

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:

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- 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.

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 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.

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.

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.
6. 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.
7. Project Denial – If the proposed project results in lowering any level of service standard 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.

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.

Water quality – In compliance Sections 246-290 of the Washington Administrative Code (WAC).

Minimum water pressure: 30 pounds per square inch (psi) during peak hour demand, in accordance with WAC.

Residential use equivalent – 230 gallons per day

Flow rate – 1,000 gallons per minute (gpm) fire flow for residential areas.
1,500 gpm fire flow for commercial/industrial areas

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 – ~~8.57~~

Schools

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

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)

Loans

1. Public Works Trust Fund – Provides low interest loans to local governments for repairing and replacing deteriorating infrastructure. (Water, sewer, stormwater, transportation)
2. Community Development Revitalization Board – Provides low interest loans to help finance public infrastructure required by business and industry. Supports industrial development, job retention, and creation. GO bonds can be used to pay back these loans. (Water, sewer, stormwater, transportation)

General Obligation bonds

1. Unlimited – These bonds can be sold if approved by 60% of the voters in a bond election. They are backed by the full faith and credit of the City and can only be used for capital purposes. Property tax increases are used to pay off the bonds. (Water, sewer, stormwater, transportation, fire protection, police, parks, schools)
2. Councilmanic Bonds (Limited Tax General Obligation Bonds) - These may be issued by a vote of the City Council. They are backed by General Fund revenues, and may be used for any city purpose, not just capital expenditures. In Fife, Councilmanic bonds could raise as much as \$6.5 million. (Water, sewer, stormwater, transportation, fire protection, police, parks, schools)

Revenue Bonds – This is the most common source for funding major construction improvements. The City issues these bonds and repays the principal and interest of the bonds from water sales and sewer service to its customers. Interest on such bonds is generally higher than general obligation bonds. (Water, sewer)

Local Improvement Districts – These districts allow for special assessment on those properties that directly benefit from the improvement. When a capital project is going to provide a benefit that primarily or wholly benefits a portion of the City, a local improvement district (LID) can be formed as part of the project. (Water, sewer, stormwater, transportation, parks)

Impact Fees – These are charges against new developing property that attempt to recover the cost incurred by the City in providing the public facilities required to serve the new development. They are specifically authorized by state law only for: (1) public streets and roads; (2) publicly owned parks, open space, and recreation facilities; (3) school facilities; and (4) fire protection facilities in jurisdictions that are not part of a fire district. (Transportation, parks, schools)

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:

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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.

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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)

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 ~~21 and 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).

Stormwater Utility – The City ~~could~~ 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.

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 (2011-2017)
- Puyallup School District Long Range Capital Facilities Plan (2011-2012)
- 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.

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 20th 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 70th 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 Districts #21 and #23. The Districts are responsible for operating and maintaining Wapato Creek, 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 4th Street
- East Fife Ditch at 54th Avenue East and 84th Street
- East Fife Ditch at 58th Avenue East
- East Fife Ditch at two locations along 58th Avenue East
- Fife Ditch System at 62nd Avenue East and 20th Street East
- All along 70th Avenue East
- Two locations along 48th 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 2012-2017.

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 principal arterials: Port of Tacoma Road, 54th Avenue East, 70th 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 54th 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 ~~totalling~~totaling 2,852 sf and a facility commonly known as the Kinoshita Building. This building was remodeled in 2008 to provide 9,494 sf of equipment warehouse space, and 1,372 sf of office space that is used by parks, building and public works personnel.

Public Works Center – A new Public Works Maintenance building was ~~also~~ constructed in 1997. This one story facility houses storage, vehicle repair, and crew area. It includes a mezzanine and a 720 sf add-on structure completed in 2007 for a total of 6,357 sf.

-The center also includes the 600 square foot old shop building (relocated to the site), a vehicle wash rack and a 2,160 sf pole building. The center should meet the City’s needs for the next six years.

Parks/Recreation/Open Space

The City of Fife, Fife School District, Pierce County, and other public and private agencies have assembled over 169 acres of land for park, recreation, and open space uses with or adjacent to the Fife Urban Growth Area. These lands include wildlife conservancies, picnic facilities, multipurpose trail corridors, athletic field and playgrounds, community centers, and related park supporting administrative and maintenance facilities.

The City of Fife Comprehensive Parks, Recreation, and Open Space Plan has a detailed list and description of all existing facilities on pages 16-31. That Plan indicates the City’s primary deficiencies to be that the present allocation is not balanced between different types of park, recreation, and open land requirements. The Plan recommends 3 small acquisitions that could provide another 15 acres for a total equal to a ratio of 29.3 acres of total parks and open space land per 1,000 residents by the year 2024.

The City also lacks in sufficient trails. However, according to the Plan, proposed property acquisitions, and some private land easements, should be sufficient to allow for the development of an effective multipurpose trail system providing effective support to regional and local resident interests.

Schools

The Fife School District serves a population of over 15,000. It provides public school services for the City of Fife, as well as for almost all of the City of Milton, part of the City of Edgewood, and some unincorporated areas of Pierce and King Counties, including Trout Lake, Jovita, and Fife Heights. The District’s schools are Discovery Primary School, Milton (preschool and Kindergarten through first grade), Hedden Elementary School, Edgewood (grades 2-5), Endeavor Intermediate School, Milton (2-5), Surprise Lake Middle School, Milton (6-7), and Columbia Junior High School (8-9) and Fife High School (10-12). Columbia Middle School, located on 54th 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 20th 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 6th 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.

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VIII. Siting Essential Capital Facilities

The Washington Growth Management Act requires that local government comprehensive plans include a process for identifying and siting of essential public facilities. Essential public facilities are typically those difficult to site because of their local impacts. They include airports, facilities for state education, state or regional transportation, state or local corrections, solid waste handling, and in-patient hospitals including those for substance abuse, mental health, and group homes.

No local comprehensive plan or development regulation may preclude the siting of essential public facilities. As a result, the City of Fife has developed the following policies to allow for the appropriate siting of essential public capital facilities of a statewide or countywide nature.

- Policy 1 The City shall identify essential public facilities based upon the Growth Management Act, the State Office of Financial Management list of essential public facilities required or likely to be built, Pierce County Countywide Planning Policies, and any city lists that may be developed.
- Policy 2 Siting proposals shall provide a “justifiable need” for the public facility and proposals shall be reviewed through a public process that allows “host” municipalities a reasonable opportunity to participate in the site selection process. Siting proposals in the Fife Urban Growth Area shall be made in accordance with the following:
- A. The state, regional, or local agency shall provide a justifiable need for the public facility and for its location in the Fife Urban Growth Area or adjacent areas based upon forecasted needs and a logical service area;
 - B. The state, regional, or local agency shall establish a public process by which the residents of the county and host municipalities have a reasonable opportunity to participate in the site selection process.
- Policy 3 The City shall identify and map all publicly owned lands and quasi-public uses through the Land Use Element of the Fife Comprehensive Plan.
- Policy 4 The City shall promote facility siting consistent with the elements of its Comprehensive Plan and implementation ordinances.
- A. Through the zoning ordinance or other implementing ordinances, the City shall prepare siting criteria for essential public facilities that are difficult to site. The criteria shall use the following:
 - 1) Specific facility requirements;
 - 2) Impacts of the facility;
 - 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.

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IX. Schedule of Capital Improvements: 201~~30~~-201~~96~~

An inventory and analysis of all capital facilities has identified those projects required to maintain the City of Fife’s level of service standards. The following table, (Table 7-1) is a schedule for all proposed capital projects to be paid for at least in part by the City. Estimated costs and funding sources are shown. No listing is made here for Fire Protection or Schools. Fire Protection is provided by the City of Tacoma on behalf of Fire District #10, a separate taxing body. While the City of Fife does impose school impact fees on behalf of the Fife School District and the Puyallup School District, those fees are collected and all capital facilities projects are scheduled, managed, and paid for by those Districts.

Total funds required from all sources for each department for 201~~29~~-201~~86~~ are as follows:

Water	\$ 9,275,000 <u>8,666,000</u>
Sewer	\$ 2,843,000
Storm Water	\$ 3,522,000
Combination Utilities	\$ 300,000
Equipment	\$ 130,000
Transportation	\$ 216,164,000 <u>127,802,000</u>
Police/Courts	\$ 50,000
City Hall/Public Works	\$ 69,000
Parks and Recreation	\$ 40,315,000 <u>7,535,000</u>
Facilities	\$ 609,000 <u>285,000</u>

**Table 7-
1:**

CAPTIAL FACILITIES PLANS

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		Estimated Funding Totals by Year in Thousands										
	RANK	DESCRIPTION	2012	2013	2014	2015	2016	2017	2018	TOTAL COST	FUNDING SOURCES	
Water												
-	-	12" Replacement – 20 th St E – 54 th to 63rd	609	-	-	-	-	-	-	609	Grants, Impact Fees, Revenue Bonds	
-	-	New Well Phase 3	-	3,750	-	-	-	-	-	3,750	Grants, Impact Fees, Revenue Bonds	
-	-	Comprehensive GIS mapping & water system inventory	100	-	-	-	-	-	-	100	Grants, Impact Fees, Revenue Bonds	
-	-	12" Extension – 4 th St E – 54 th Ave E to 57 th Ave E	-	231	-	-	-	-	-	231	Grants, Impact Fees, Revenue Bonds	
-	-	8" Extension – 55 th Ave E – 4 th St E to Benthien Loop Road	-	270	-	-	-	-	-	270	Grants, Impact Fees, Revenue Bonds	
-	-	12" Replacement – I-5 crossing at 51 st Ave E	-	231	-	-	-	-	-	231	Grants, Impact Fees, Revenue Bonds	
-	-	12" Extension – 59 th Ave E – 15 th St E to 12 th St E	-	147	-	-	-	-	-	147	Grants, Impact Fees, Revenue Bonds	
-	-	8" Replacement – 34 th Ave E – Pacific Hwy E to 15 th St E	-	108	-	-	-	-	-	108	Grants, Impact Fees, Revenue Bonds	
-	-	8" Extension – 57 th Ave E – 4 th St E to Benthien Loop Road	-	-	270	-	-	-	-	270	Grants, Impact Fees, Revenue Bonds	

-	-	8" Extension – Benthien Loop Road – 55 th Ave E to 57 th Ave E	-	-	90	-	-	-	-	90	Grants, Impact Fees, Revenue Bonds
-	-	12" Replacement – Rainier Corp Park – 70 th Ave E	-	-	42	-	-	-	-	42	Grants, Impact Fees, Revenue Bonds
-	-	8" Extension – 52 nd Ave E – Pacific Hwy E to 12 th St E	-	-	198	-	-	-	-	198	Grants, Impact Fees, Revenue Bonds
-	-	12" Extension – 70 th Ave E	-	-	504	-	-	-	-	504	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 nd Ave E to 6300 Block PHE	-	-	-	-	-	90	-	90	Grants, Impact Fees, Revenue Bonds
-	-	12" Replacement – Pacific Hwy E – Willow Road to 52 nd Ave E	-	-	-	-	-	270	-	270	Grants, Impact Fees, Revenue Bonds
-	-	8" Extension – 54 th Ave E – 54 th Stub to 54 th Termination	-	-	-	-	-	72	-	72	Grants, Impact Fees, Revenue Bonds
-	-	12" Replacement – 12 th St E	-	-	-	-	-	315	-	315	Grants, Impact Fees, Revenue Bonds
-	-	12" Replacement – 20 th St E	-	-	-	-	-	1050	-	1050	Grants, Impact Fees, Revenue Bonds

-	-	Groundwater supply and treatment	-	-	200	-	-	-	-	200	Water Utility
-	-	Plan Update and Study – Comp Plan water system update; cost of service study	-	-	200	-	-	-	-	200	Water Utility
SEWER											
-	-	East Fife Ditch – 54 th Ave and 8 th St - Crossing Upgrade	-	326	-	-	-	-	-	326	Storm water utility and developer financing
-	-	Pump Station 8 Improvements – Planning and Engineering	-	-	400	-	-	-	-	400	Revenue bonds, user rates, connection fees, utility taxes
-	-	Pump Station 8 Improvements – Construction	-	-	1800	-	-	-	-	1800	Revenue bonds, user rates, connection fees, utility taxes
-	-	Capital Maintenance and Upgrades	-	-	267	-	-	-	-	267	Utility Construction
-	-	Bobcat – used, with tracks	-	-	50	-	-	-	-	50	Sewer Utility
STORM WATER											
-	-	East Fife Ditch – 54 th Ave and 8 th St - Crossing Upgrade	-	326	-	-	-	-	-	326	Storm water utility and developer financing
-	-	East Fife Ditch: 12 th St and 15 th St Crossing upgrades	-	196	-	-	-	-	-	196	Storm water utility and developer financing
-	-	East Fife Ditch – 58 th Ave Conveyance Upgrade	-	-	352	-	-	-	-	352	Storm water utility and developer financing
-	-	70 th Ave Conveyance Upgrade	-	-	468	-	-	-	-	468	Storm water utility and developer financing
-	-	20th Street - Culvert Upgrade	-	-	-	-	105	-	-	105	2012-2015 Funding TBD

-	-	48th Street - Conveyance Upgrade	-	-	-	-	275	-	-	275	2012-2015 Funding TBD
-	-	Erdahl Ditch – I-5 crossing improvement – new culvert	-	-	1100	-	-	-	-	1100	Drainage Utility
-	-	Willows Neighborhood – improvements	-	-	300	-	-	-	-	300	Drainage Utility
-	-	Firwood Condo Neighborhood – improvements	-	-	200	-	-	-	-	200	Drainage Utility
-	-	Comp Plan Update	-	-	100	-	-	-	-	100	Drainage Utility
-	-	Freeman Road Storm Pond Permitting	-	-	100	-	-	-	-	100	Grant
COMBINATION UTILITIES											
-	-	LID08-01 – Final Assessment, hearings and close-out	-	-	100	-	-	-	-	100	LID08-01
-	-	LID08-02 – Final Assessment, hearings and close-out	-	-	200	-	-	-	-	200	LID08-02
EQUIPMENT											
-	-	Public Works – Layton Box/Roller	-	-	80	-	-	-	-	80	Fleet
-	-	Public Works – Utility Vehicle with top dresser	-	-	50	-	-	-	-	50	Fleet
TRANSPORTATION											
-	1	Port of Tacoma Road Interchange Modification: Phase 1 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. \$16,900	-	13565	-	-	-	-	-	13565	Federal, state and local funds

	2	20th Street East Reconstruction - 54th to 63rd. Reconstruct section of 20th St to 3-lane roadway with curbs, gutters, sidewalks and drainage improvements. Signal installation at 62nd Ave. E. \$8,500	-	2500	-	6000	-	-	-	8500	Local
	3	Reconstruction of Levee Road - West Segment Reconstruction of N Levee Rd from Frank Albert Rd to 54th Ave - Phase I widening \$6,500	-	-	1500	5000	-	-	-	6500	Local
	4	Freeman Road Reconstruction - North Segment Reconstruct to 3-lane roadway with curbs, gutters, sidewalks, bike lanes and drainage improvements. LID08-03. \$17,500	-	-	-	-	-	-	-	-	LID
	5	54th Ave Corridor Study - Council directed study using existing model and traffic counts. \$25	-	25	-	-	-	-	-	25	Local
	6	Pedestrian Railroad Grade Separation Construct across the UPRR tracks at 54th Ave \$4,800	-	-	4800	-	-	-	-	4800	Local
	7	Valley Ave from 54th to Brookville Gardens - Reconstruct and widen 3-lane roadway; construct two roundabout intersections at 58th and 62nd Avenue \$8,300	-	-	1300	7000	-	-	-	8300	Local

	8	<u>20th St Reconstruction from 63rd to 70th</u> - Reconstruct and widen 3-lane roadway with curbs, gutters, sidewalks- Developer funded. \$5000	-	0	-	-	-	-	-	0	Private Developer
	9	<u>POT Road Interchange Modification Phase 2 I-5 SB</u> - Relocate new ramp from I-5 SB to Port of Tacoma Rd, including new structure. \$8,800	-	-	-	8800	-	-	-	8800	State & Local
	10	<u>POT Road Interchange Modification</u> - Phase 3 I-5 NB Interchange. Reconstruct NB I5 exit and entrance ramp connectors with POT Rd 20th ST E, and 34th Ave E and two signal installations. \$27,500	-	-	-	27500	-	-	-	27500	State & Local
	11	<u>70th Ave Railroad Overpass</u> - Construct an overpass above UPRR. \$25	-	-	-	-	-	25000	-	25000	Local
	12	<u>Pavement Overlay Program</u> - various streets citywide	-	3000	-	-	-	-	-	3000	Federal, state and local funds
	13	<u>70th Avenue East Reconstruction - South Segment</u> - Reconstruct a 5-lane section, from North Levee RD to 43rd Street E. \$3000	-	-	-	0	-	-	-	0	Private Developer (Mostly)
	14	<u>20th St / Frank Albert Rd Signalization</u> Signalization of the intersection. Developer Funded. \$450	-	0	-	-	-	-	-	0	Developer Funded

	15	<u>Sidewalk Extensions and Curb Return Reconstruction</u> - Various. Extend sidewalks to connect gaps between existing sidewalks and reconstruct curb returns for trucks at various locations city wide.	-	-	-	-	-	-	-	-	0	Local
	16	<u>Reconstruct N Levee Rd Central Segment</u> - From 54th Ave to 70th Ave to a 3-lane roadway section. \$10,100	-	-	-	2100	8000	-	-	-	10100	Local
	17	<u>Extension of 59th Ave E North from Pac Hwy to 12th Street E</u> . 59th Avenue East- Phase 2 \$3,000	-	-	-	-	-	-	-	-	-	Puyallup Tribal
	18	<u>70th Ave Bridge</u> - Expedite construction of new bridge to cross the Puyallup River from Rover Road East to North Levee Road at 70th Avenue East. \$20	-	-	-	-	-	-	-	-	-	Local
	19	<u>Reconstruct North Levee Rd East Segment</u> - Reconstruct roadway to a 3-lane roadway section and signalize 2 intersections. \$7,500	-	-	-	-	500	7000	-	-	7500	Local
	20	<u>54th Ave Interchange with I-5</u> . From Pacific Highway to 20th Street East. Rebuild I-5 interchange and intersection between Pacific Hwy and 20th St. E. \$53,400	-	1	-	-	-	-	-	-	1	Local

	21	54th Ave: Grade Separation - Construct a grade separation structure that would re-open the street. \$35,800	-	-	1	-	-	-	-	1	Local
	22	52nd Ave - New Road - Construct a new street from 12th St to 15th St Ct E. \$2,000	-	-	400	1600	-	-	-	2000	Local
	23	Pedestrian Trail from Brookville Gardens to Torre Property - Construct pedestrian trail through Wedge Park and Columbia JH \$1,500	-	-	1500	-	-	-	-	1500	Local
	24	Frank Albert Rd Overcrossing I-5 - Extend Frank Albert Rd from 20th St E to Pacific Highway including new bridge over I-5. \$24,300	-	-	-	-	-	1	-	1	Local
	25	Reconstruct Freeman Rd South Segment - Reconstruct to 3-lane roadway with curbs, gutters, sidewalks, bike lanes and drainage	-	1	-	-	-	-	-	1	Local
	26	Reconstruct 70th Ave North Segment - Reconstruct 4-lane roadway section including curbs, gutters & sidewalks; widen roadway; replace I-5 bridge, \$66,900	-	-	-	-	-	-	-	-	State
	27	20th St Reconstruction - Port of Tacoma Rd to Industry Drive - Reconstruct & widen 4-lane roadway	-	-	-	1	-	-	-	1	Local

	28	<u>Reconstruct 20th St 70th to Freeman - Reconstruct a 3-lane section with curbs, gutters, sidewalks and drainage</u>	-	-	-	1	-	-	-	1	Local
	29	<u>20th Street East Reconstruction- Industry to 54th. Reconstruct 3-lane roadway to add bicycle lanes.</u>	-	-	-	1	-	-	-	1	Local
	30	<u>52nd Avenue East Improvement- From 15th St Ct East to Pacific Highway East. Improve 52nd Avenue East North from 15th St Ct E to Pacific Highway. \$250</u>	-	-	250	-	-	-	-	250	Local
	31	<u>12th Street East Reconstruction. From 62nd Street East to Alexander Avenue. Reconstruct to a 3-lane roadway with curbs, gutters, sidewalks and drainage from 62nd St. E. to Alexander Avenue. \$10,000</u>	-	-	-	-	-	-	1	1	Local
	32	<u>62nd Avenue East Reconstruction- North Segment from Pacific Highway East to 12th Street East. Reconstruct 3-lane roadway with curbs, gutters, sidewalks and drainage.</u>	-	-	-	1	-	-	-	1	Local

	33	48th Street East Reconstruction. From 70th Avenue East to Freeman Road. Major roadway widening to a 3-lane section and add signalization. Largely developer funded				0					0	Developer Funded
	34	45th Street East Extension/Reconstruction. 45th St East from 70th Avenue to Freeman Road. Reconstruct 3-Lane Roadway. Largely Developer funded.				0					0	Developer Funded
	35	New Connector Arterial- 40th St E/78th Ave E. Construction of a new 3-Lane Roadway. Developer funded				0					0	Developer Funded
	36	Puyallup River Trail Construction of a 1.7 mile segment of the overall 10-mile Puyallup River Trail				1					1	Local
	37	74th Ave E New Road Construct a 3-lane roadway from 45th St to 48th St. Developer Funded.				0					0	Developer Funded
	38	20th Street East/58th Avenue East Signalization. Signalization of intersection. \$450				450					450	Local

	39	<u>62nd Avenue East Overpass and Reconstruction.</u> From 20th Street East to Pacific Highway. Extend 62nd Ave E from 20th St E to Pacific Highway including I-5 overpass and reconstruct existing street sections including signalization. \$26,300	-	-	-	-	-	1	-	1	Local
	40	<u>Connector Arterial: New Road - Connector Arterial (@32nd St. East) from 54th Ave East to Frank Albert Road.</u> Construction of a new 3-lane roadway with curbs, gutters, sidewalks, and utilities. (Tribal funded)	-	-	-	-	0	-	-	0	Puyallup Tribal
	41	<u>12th Street East Extension.</u> 12th Street East from Alexander Avenue East to 34th Avenue East. Construct new 3-lane roadway extension of 12th Street E from Alexander Avenue to 34th Avenue E. \$9000	-	-	-	-	-	1	-	1	Local
	42	<u>66th Avenue East.</u> From 20th Street East to 26th Street East. Construct new road connecting 20th St E and 26th St E primarily developer funded Project. \$5,500	-	-	-	-	0	-	-	0	Developer Funded
POLICE / COURTS											
	-	Men's Restroom Remodel	-	-	-	-	25	-	-	25	General Fund
	-	Detention Facility Reconfiguration	-	-	-	-	25	-	-	25	REET

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CITY HALL / PUBLIC WORKS											
-	-	City Hall – HVAC Split System Heat Pumps	-	-	45	-	-	-	-	45	General Fund
-	-	City Hall – Painting & Sealing of Exterior	-	-	24	-	-	-	-	24	General Fund
PARKS & RECREATION											
-	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	-	-	-	-	10	Grants, Donations and General Fund
-	High	History Museum Complex Complete Construction	-	-	95	-	-	-	-	-	Growth Management Fund
-	High	NE Fife (54th & Pacific); Neighborhood Park Acquisition; 2-5 acres	-	-	900	-	-	-	-	900	Park Impact Fees, Grant and Donation
-	High	Five Acre Park; Neighborhood Park Pathway and trail connections	-	TBD	-	-	-	-	-	-	Park Impact Fees
-	Medium-Low	Colburn Park; Neighborhood Park ADA parking and access improvements, renovate play equipment, picnic shelter, outdoor waterplay/spray-ground	-	-	-	65	185	-	-	250	Grants, Donations and General Fund
-	Medium	South Fife (W of Radiance); Neighborhood Park Acquisition; 2-5 acres	-	-	-	1250	-	-	-	1250	Park Impact Fees, Grants and Donations
-	Medium	Southeast Fife (S of 48th St E); Neighborhood Park Acquisition; 2-5 acres Access Improvements	-	100	-	-	1750	-	-	1750-100	Park Impact Fees, Grants and Donations

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	Medium Low	<u>Wedge Park / Wapato Nature Area; Neighborhood Park Restroom building; Entry gateway and signage; Ongoing site restoration</u>	-			100+			120 ±		120+100+	General Fund
	Low	<u>Centennial Park; Neighborhood Park ADA Parking and access improvements</u>	-		15				15		15	General Fund
	Low	<u>FSD Administration Building Play Area; Neighborhood Park Playground installation</u>	-		50				-		50	Park Impact Fees; Grants and Donations
	Low	<u>Hunt Club / Cappa; Neighborhood Park Master plan and assessment</u>	-			40			40		40	General Fund
	High	<u>Gathering Place; Natural Area/Open Space - Site design and development</u>	TBD								TBD	TBD
	High Medium	<u>Hylebos; Natural Area/Open Space - Parking area and ADA access, park entry and signage, interpretive signage, ongoing site restoration</u>	20	10		75			10		105	General Fund
	Medium	<u>Triangle Property Greenspace; Natural Area/Open Space - Rustic path, benches and sign</u>	25	25							25	Park Impact Fees and General Fund
	Low	<u>Radiance Oxbow Greenspace; Natural Area/Open Space - Concept planning, rustic path, benches and sign</u>							25		25	Park Impact Fees

	Medium	<u>East Fife (near Valley & 74th Ave) - site master planning & development</u>	-	-	-	-	-	-	-	-	-	2022-23 Funding TBD
	Medium	<u>Wapato Creek Trail - .9 miles Dacca - Torre - 20th St</u>	-	-	-	-	-	-	-	-	-	2014-15 Funding TBD
	Medium	<u>Hylebos Creek Trail - Milgard property extension - loop</u>	-	-	-	-	-	-	-	-	-	2016-17 Funding TBD
	-	<u>Community Center - Renovate/replace</u>	-	-	-	-	-	-	-	-	-	2014-15 Funding TBD
	Low	<u>Dacca Park - Play equipment replacement / upgrade, restroom renovation</u>	-	-	-	-	-	-	-	-	-	2026-27 Funding TBD
	Low	<u>Five Acre Park - Play equipment replacement / upgrade, skatepark feature upgrade</u>	-	-	-	-	-	-	-	-	-	2026-27 Funding TBD
	Low	<u>Open Space TBD - secure open space lands to standard</u>	-	-	-	-	-	-	-	-	-	2022-23 Funding TBD
	-	<u>Brookville Gardens Community Park</u>	-	-	3500	-	-	-	-	-	3500	Multiple Funds
	-	<u>Park System Improvements</u>	-	-	75	-	-	-	-	-	75	Multiple Funds
	=	<u>Hylebos/Milgard Nature Area Improvements</u>	-	-	50	-	-	-	-	-	50	Multiple Funds
	=	<u>Calsense Irrigation System Upgrades</u>	-	-	35	-	-	-	-	-	35	Multiple Funds
FACILITIES												
	=	<u>Centennial Park - Drainage System</u>	50	-	-	-	-	-	-	-	-	50 Multiple Funds
	-	<u>Swim Center - Water Piping</u>	-	-	30	-	-	-	-	-	-	30 Multiple Funds
	-	<u>South Campus Improvements - demo of Kinoshita buildings; installation of modular buildings</u>	60	-	160 100	-	-	-	-	-	160	Gathering Place Sale Proceeds
	-	<u>Community Center Improvements -</u>	-	-	125	-	-	-	-	-	125	Multiple Funds

=		=	<u>South Campus Planning – Phase 2 – Planning work to build upon prior work done</u>	=	=	<u>125</u>	=	=	=	=	<u>125</u>	<u>Water/Sewer/Gathering Place Sale Proceeds</u>
=		=	<u>City Hall HVAC – 2 split system heat pumps</u>	=	=	<u>45</u>	=	=	=	=	<u>45</u>	<u>General Fund</u>
-		-	<u>Police Dept – men’s restroom remodel</u>	=	=	<u>25</u>	=	=	=	=	<u>25</u>	<u>General Fund</u>
-		-	<u>Police Dept – detention facility reconfiguration – separation wall</u>	=	=	<u>25</u>	=	=	=	=	<u>25</u>	<u>REET</u>
=		=	<u>City Hall – painting and sealing of exterior</u>	=	=	<u>24</u>	=	=	=	=	<u>24</u>	<u>General Fund</u>

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Table 7-1: CAPITAL FACILITIES PLANS

RANK	DESCRIPTION	Estimated Funding Totals by Year in Thousands									TOTAL COST	FUNDING SOURCES
		2010	2011	2012	2013	2014	2015	2016				
WATER												
	12" Replacement —20 th St E—54 th to 63rd	609									609	Grants, Impact Fees, Revenue Bonds
	New Well Phase 3	3,750									3,750	Grants, Impact Fees, Revenue Bonds
	Comprehensive GIS-mapping & water-system inventory	100									100	Grants, Impact Fees, Revenue Bonds
	12" Extension— 4 th St E—54 th Ave E to 57 th Ave E	231									231	Grants, Impact Fees, Revenue Bonds
	8" Extension— 55 th Ave E—4 th St E to Benthien Loop Road		270								270	Grants, Impact Fees, Revenue Bonds
	12" Replacement —1.5 crossing at 51 st Ave E		231								231	Grants, Impact Fees, Revenue Bonds
	12" Extension— 59 th Ave E—15 th St E to 12 th St E		147								147	Grants, Impact Fees, Revenue Bonds
	8" Replacement— 34 th Ave E— Pacific Hwy E to 15 th St E		108								108	Grants, Impact Fees, Revenue Bonds
	8" Extension— 57 th Ave E—4 th St E to Benthien Loop Road			270							270	Grants, Impact Fees, Revenue Bonds
	8" Extension— Benthien Loop Road—55 th Ave E to 57 th Ave E			90							90	Grants, Impact Fees, Revenue Bonds
	12" Replacement —Rainier Corp Park—70 th Ave E			42							42	Grants, Impact Fees, Revenue Bonds
	8" Extension— 52 nd Ave E— Pacific Hwy E to 12 th St E			198							198	Grants, Impact Fees, Revenue Bonds
	12" Extension— 70 th Ave E					504					504	Grants, Impact Fees, Revenue Bonds
	Comprehensive Water System Plan Update				450						450	Grants, Impact Fees, Revenue Bonds
	12" Extension— Pacific Hwy E (Milton)					378					378	Grants, Impact Fees, Revenue Bonds

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		8" Extension— Pacific Hwy E— 62 nd Ave E to 6200 Block PHE						90		90	Grants, Impact Fees, Revenue Bonds
		12" Replacement —Pacific Hwy E— Willow Road to 52 nd Ave E						270		270	Grants, Impact Fees, Revenue Bonds
		8" Extension— 54 th Ave E—54 th Stub to 54 th Termination						72		72	Grants, Impact Fees, Revenue Bonds
		12" Replacement —12 th St E						315		315	Grants, Impact Fees, Revenue Bonds
		12" Replacement —20 th St E							1,050	1,050	Grants, Impact Fees, Revenue Bonds
		Groundwater supply and treatment					200			200	Water Utility
		Plan Update and Study—Comp Plan water system update; cost of service study					200			200	Water Utility
SEWER											
		East Fife Ditch— 54 th Ave and 8 th St—Crossing Upgrade					326			326	Storm water utility and developer financing
		Pump Station 8 Improvements— Planning and Engineering					400			400	Revenue bonds, user rates, connection fees, utility taxes
		Pump Station 8 Improvements— Construction						1,800		1,800	Revenue bonds, user rates, connection fees, utility taxes
		Capital Maintenance and Upgrades					267			267	Utility Construction
		Bobcat—used, with tracks					50			50	Sewer Utility
STORM WATER											
		East Fife Ditch— 54 th Ave and 8 th St—Crossing Upgrade					326			326	Storm water utility and developer financing
		East Fife Ditch: 12 th St and 15 th St—Crossing upgrades					196			196	Storm water utility and developer financing
		East Fife Ditch— 58 th Ave Conveyance Upgrade					352			352	Storm water utility and developer financing
		70 th Ave Conveyance Upgrade						468		468	Storm water utility and developer financing

		20th Street— Culvert Upgrade					105			105	2012-2015 Funding TBD
		48th Street— Conveyance Upgrade					275			275	2012-2015 Funding TBD
		Erdahl Ditch —I-5 crossing improvement— new culvert				1100				1100	Drainage Utility
		Willows Neighborhood — improvements				300				300	Drainage Utility
		Firwood Condo Neighborhood — improvements				200				200	Drainage Utility
		Comp Plan Update				100				100	Drainage Utility
		Freeman Road Storm Pond Permitting				100				100	Grant
COMBINATION UTILITIES											
		LID08-01 —Final Assessment, hearings and close-out				100				100	LID08-01
		LID08-02 —Final Assessment, hearings and close-out				200				200	LID08-02
EQUIPMENT											
		Public Works— Layton Box/Roller				80				80	Fleet
		Public Works— Utility Vehicle with top dresser				50				50	Fleet
TRANSPORTATION											
	±	Reconstruct 70th Ave from 20th St to Valley— Reconstruct 5- lane roadway section with curbs, gutters, sidewalks and drainage				10,200				10,200	Federal, state and local funds
	2	Reconstruct 20th St from 54th to 63rd— Reconstruct section of 20th St to 3-lane roadway with curbs, gutters, sidewalks and drainage				7,000				7,000	State and local funds

3	New SB I-5 exit ramp at 24th Ave —reconstruct 24 th Ave and 12 th St to 3-lane roadways			4,700					4,700	State and local funds
4	Reconstruction of Levee Road— West Segment Reconstruction of N-Levee Rd from Frank Albert Rd to 54th Ave— Phase I widening			4,500	5,000				7,500	Local
5	Freeman Road Reconstruction— North Segment Reconstruct to 3-lane roadway with curbs, gutters, sidewalks, bike lanes and drainage improvements								13,000	
6	54th Ave Corridor Study — Council directed study using existing model and traffic counts								25	
7	Pedestrian Railroad-Grade Separation Construct across the UPRR tracks at 54th Ave								200	
8	Reconstruct Valley Ave from 54th to Brookville Gardens — Reconstruct and widen 3-lane roadway; construct two roundabout intersections at 58th and 62nd Avenues			4,300	7,000				8,300	Local
9	20th St Reconstruction from 63rd to 70th — Reconstruct and widen 3-lane roadway with curbs, gutters, sidewalks, bike lanes & drainage improvements								200	
10	Relocate exit ramp connecting I-5 SB to Port of Tacoma Rd — Relocate new ramp from I-5 SB to Port of Tacoma Rd, including new			4,700	5,800				7,500	Local

		structure											
	11	New Entrance Ramp to connect PHE to I-5 SB at 34th Ave Addition of new ramp from Pac Hwy at 34th Ave to I-5 SB					1,400	1,300				2,700	Local
	12	New 34th Ave bridge over I-5 plus ramps —new bridge supplement to POT Rd, new 34 th Ave NB half of one-way couplet			2,000	3,000	21,000					26,000	State
	13	70th Ave Railroad Overpass Construct an overpass above UPRR					25,000					25,000	State and Local
	14	New Connector at 66th Ave and 26th St Construct new road to connect 20th St and 70th Ave	2,300	6,000								8,300	Local
	15	Pavement Overlay Program —various streets citywide										3,000	
	16	Reconstruction 70th Ave South Segment—N Levee to UPRR Reconstruct a 5-lane section, modify one signalized intersection and signalize another intersection			300							300	Local
	17	20th St / Frank Albert Rd Signalization		450								450	Local
	18	20th Street / 62nd Ave signalization		450								450	Local
	19	Reconstruct N Levee Rd Central Segment —From 54th Ave to 70th Ave					2,100	8,000				10,100	Local
	20	Extension of 59th Ave north from Pac Hwy to 12th St										4,000	Tribe

21	70th Ave Bridge- To cross the Puyallup River and connect to River Road				20					20	Local
22	Reconstruct North Levee Rd East Segment- Reconstruct roadway and signalize 2 intersections				50					50	Local
23	Pac Hwy / 54th Ave Intersection Reconstruct intersection and add turn lanes				50					50	Local
24	54th Ave-Grade Separation Construct a grade separation structure that would re-open the street				50					50	Local
25	52nd Ave - New Road - From 12th St to 15th St Ct E				365	1,635				2,000	Local
26	Pedestrian Trail from Brookville Gardens to Torre Property Construct pedestrian trail through Wedge Park and Columbia JH					1,500				1,500	Local
27	Extend Frank Albert Rd from 20th St to Pac Hwy - to include new bridge over I-5					100				100	Local
28	20th St / Port of Tacoma Signalization					450				450	Local
29	Reconstruct Freeman Rd South Segment- Reconstruct to 3-lane roadway with curbs, gutters, sidewalks, bike lanes and drainage				50					50	Local
30	Reconstruct 70th Ave-North Segment- Reconstruct 4-lane roadway section including curbs, gutters & sidewalks; widen roadway; replace I-5 bridge			4,250	15,000	47,700				66,950	State

31	20th St Reconstruction-Port of Tacoma Rd to Industry Drive Reconstruct & widen 4-lane roadway					50				50	Local
32	New Entrance Ramp—34th St E to SR509						5,000			5,000	State
33	20th St / Industry Drive Intersection Signalization							1		1	Local
34	Reconstruct 20th St 70th to Freeman— Reconstruct a 3-lane section with curbs, gutters, sidewalks and drainage					1				1	Local
35	Reconstruct 20th St E Industry Dr to 54th— Reconstruct 3-lane roadway to add bicycle lanes					1				1	Local
36	Improve 52nd Ave E from Pac Hwy to 15th St Ct E— Improve roadway						150			150	Local
37	Reconstruct 12 St — Reconstruct to a 2-lane roadway with curbs, gutters, sidewalks and drainage							1		1	Local
38	Reconstruct 62nd Ave North Segment— Reconstruct 3-lane roadway with curbs, gutters, sidewalks and drainage								1	1	Local
39	Reconstruct 40th Street— Major roadway widening to a 3-lane section and signalize							1		1	Local
40	45th St E Extension / Reconstruction Reconstruct 3-lane roadway								1	1	Local
41	New Connector Arterial 40th St / 78th Ave— Construction of a new 3-lane roadway from 70th Ave to Freeman Rd								1	1	Local

42	Puyallup River Trail Construction of a 1.7-mile segment of the overall 10-mile Puyallup River Trail					1				1	Local
43	74th Ave E New Road —Construct a 3-lane roadway from 45th St to 48th St						1			1	Local
44	Pac Hwy / 62nd Ave Intersection —Reconstruct intersection & signalize						1			1	Local
45	20th St / 58th Ave Signalization				1					1	Local
46	62nd Ave E Overpass / Reconstruction Extend 62nd Ave from 20th St to Pac Hwy including I-5 overpass and reconstruct existing street sections							1		1	Local
47	Connector Arterial New Road —Construction of a 3-lane roadway with curbs, gutters, sidewalks and utilities						1			1	Tribe
48	Reconstruct Curb Returns —for trucks at various locations city wide									300	Local
	Freeman Road Reconstruction —widen, reconstruct and related improvements				100					100	Public Safety
	200' Temp Sidewalk Widened Shoulder —south side 20 th St Mayfair to Library				75					75	Public Safety
	Asphalt Trail —Sheffield Place to 20 th / Library Walk				70					70	Public Safety
	Temp Sidewalk Widened Shoulder —west side of 70 th				60					60	Public Safety
	Comp Plan Update —Transportation				200					200	REET

POLICE / COURTS											
		Men's Restroom Remodel			25					25	General Fund
		Detention Facility Reconfiguration			25					25	REET
CITY HALL / PUBLIC WORKS											
		City Hall — HVAC Split System Heat Pumps			45					45	General Fund
		City Hall — Painting & Sealing of Exterior			24					24	General Fund
PARKS & RECREATION											
	High	Brookville Gardens; Community Park —Master Plan, assessment and development	825	250						1,075	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	History Museum Complex Complete Construction			95					95	Growth Management Fund
	High	NE Five (54th & Pacific); Neighborhood Park Acquisition; 2-5 acres			900					900	Park Impact Fees, Grant and Donation
	High	Five Acre Park; Neighborhood Park —Pathway and trail connections		TBD							Park Impact Fees
	Medium -Low	Colburn Park; Neighborhood Park —ADA parking and access improvements; renovate play equipment, picnic shelter, outdoor waterplay/spray-ground			65	185				250	Grants, Donations and General Fund
	Medium	South Five (W of Radiance); Neighborhood Park —Acquisition; 2-5 acres			1,250					1,250	Park Impact Fees, Grants and Donations
	Medium	Southeast Five (S of 48th St E); Neighborhood Park Acquisition; 2-5					1,750			1,750	Park Impact Fees, Grants and Donations

		acres									
	Medium -Low	Wedge Park / Wapato Nature Area; Neighborhood Park —Restroom building; Entry gateway and signage; Ongoing site restoration						120+		120+	General Fund
	Low	Centennial Park; Neighborhood Park —ADA Parking and access improvements						15			General Fund
	Low	FSD Administration Building Play Area; Neighborhood Park Playground installation		50						50	Park Impact Fees, Grants and Donations
	Low	Hunt Club / Cappa; Neighborhood Park —Master plan and assessment						40		40	General Fund
	High	Gathering Place; Natural Area/Open Space —Site design and development	TBD							TBD	TBD
	High Medium	Hylebos; Natural Area/Open Space —Parking area and ADA access; park entry and signage; interpretive signage; ongoing site restoration	20		75		10			105	General Fund
	Medium	Triangle Property Greenspace; Natural Area/Open Space —Rustic path; benches and sign	25							25	Park Impact Fees and General Fund
	Low	Radiance Oxbow Greenspace; Natural Area/Open Space —Concept planning; rustic path, benches and sign					25			25	Park Impact Fees
	Low	Wapato Creek Restoration Project; Natural Area/Open Space —Master plan and habitat	100							100	General Fund

		restoration										
	Low	Fountain Memorial Park; Special Facility—Gateway entry signage					50				50	General Fund
	Medium	Interurban Trail Connection—5 mile extension to 20th St				60					60	Grants, Donations and 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			750+	Grants, Donations and General Fund
	Low	Wapato Creek Trail—2 miles Dacca/CJH to Brookville						TBD			TBD	Grants, Donations and General Fund
	Medium	Colburn Park—Play equipment replacement / upgrade										2016-17—Funding TBD
	Medium	Wedge Park—Play equipment replacement / upgrade										2021-21—Funding TBD
	Medium	FSD Administration Property—Playground installation (in partnership)										2014-15—Funding TBD
	Medium	NE Fife (east of 54th & north of Pacific)—site master planning & development										2016-17—Funding TBD
	Medium	South Fife (west of Radiance OS)—site master planning & development										2018-19—Funding TBD
	Medium	East Fife (near Valley & 74th Ave)—site master planning & development										2022-23—Funding TBD
	Medium	Wapato Creek Trail—0 miles Dacca—Torre—20th St										2014-15—Funding TBD
	Medium	Hylebos Creek Trail—Milgard property extension—loop										2016-17—Funding TBD
		Community Center—Renovate/replace										2014-15—Funding TBD

		City Hall— painting and sealing of exterior			24						24	General Fund
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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

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.
- 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.
- 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.

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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.

- A. Issuance. A Certificate of Concurrency, subject to the terms contained therein, shall be granted upon issuance of the final development permit. It may be issued in accordance with the same terms and conditions of the underlying development approval. If applicable, payment of a fee and/or performance of any condition required by the City shall be a condition of Certificate of Concurrency. Certificates of Concurrency shall be issued on a "first come, first served" basis with respect to the order of final development permit issuance.
- B. Transferability. A Certificate of Concurrency is not transferable to another property, but may be transferred to new owners of the original property.
- C. Life span of Certificate. A Certificate of Concurrency shall expire when the accompanying development permit expires or is revoked. A certificate may be extended according to the same terms and conditions as the accompanying development permit. If the development permit is granted an extension so shall the Certificate of Concurrency. If the accompanying development permit does not expire, the Certificate of Concurrency shall expire 5 years from the Certificate of Concurrency issue date.
- D. Unused capacity. Any capacity that is not used because the developer decides not to develop or the accompanying development permit expires shall be returned to the available pool of capacity.

IX. Exemptions

- A. No impact. Permits for projects that create no measurable additional impacts are exempt from the requirements of this chapter. Such permits include, but are not limited to, any Type I, II, IV, or V permit applications as set forth in Chapter 14.02 of the Fife Municipal Code.
- B. Application filed prior to the effective date of this CMS. Complete development permit applications that have been submitted before the effective date of this CMS are exempt from its requirements. Development permits that were issued before the effective date of this CMS shall be considered to have capacity as long as the accompanying development permit is valid.

X. Annual Capacity Statement

As part of its Concurrency Management System, the City shall prepare an Annual Capacity Statement. The intent of the Annual Capacity Statement is to provide evidence of the capacity and levels of service of public facilities for the purpose of

issuing 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.

See coordinating
map next page.

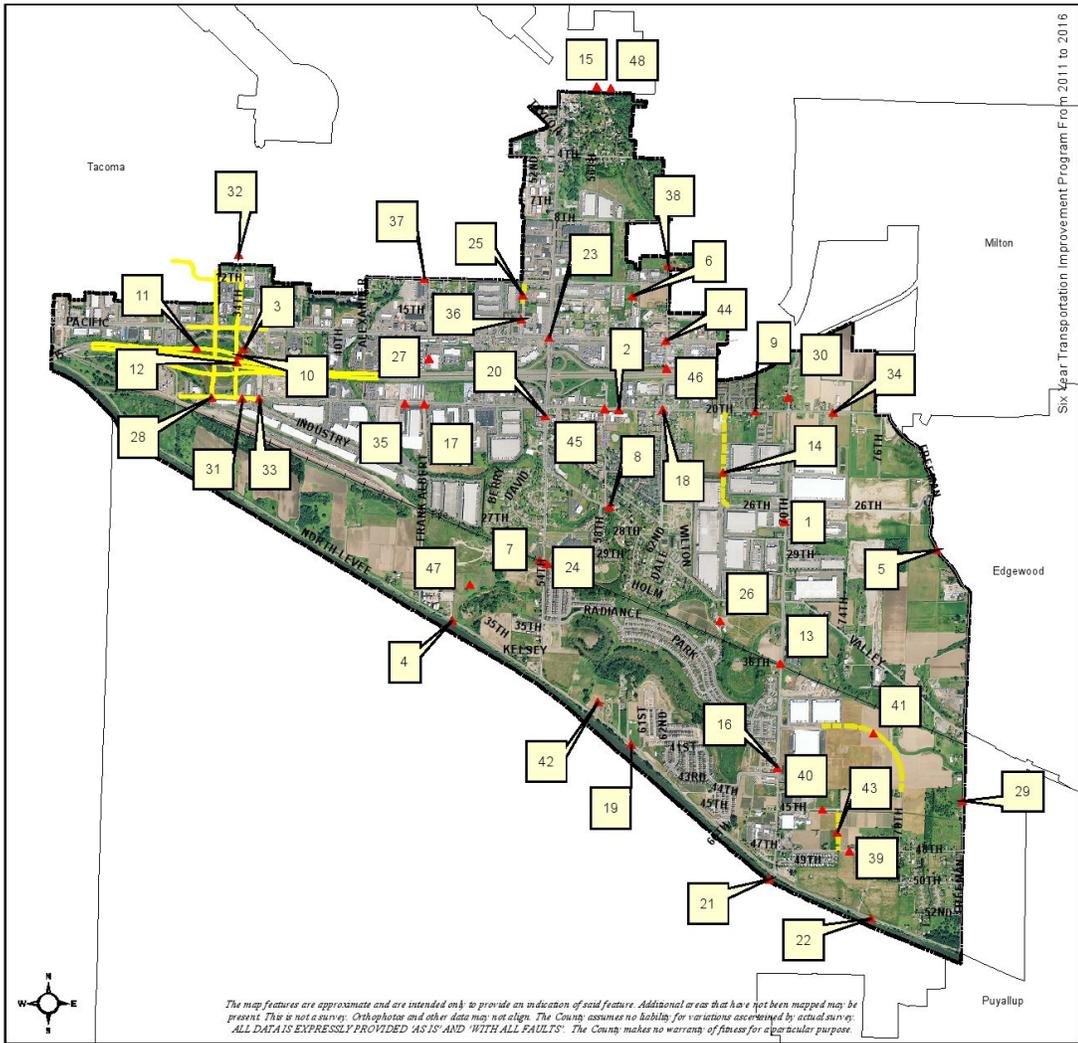


Six Year Transportation Improvement Program From 2011 to 2016

08/06/2010 DAS

▲ Projects

Priority_N	Name
1	70th Ave E Reconstruction - 20th to Valley
2	20th St E Reconstruction - 54th to 63rd
3	New SB I-5 Exit ramp
4	Reconstruction of Levee Rd - West Segment
5	Freeman Rd Reconstruction - North Segment
6	59th Ave E North From Pac. Hwy. E to 12 St. E.
7	Pedestrian Railroad Crossing
8	Valley Ave E Reconstruction - 54th to B. G.
9	20th Street East Reconstruction - 63rd to 70th
10	Relocate Exit Ramp Connection I-5 SB To POT Rd.
11	New ramp, Port of Tacoma Rd to southbound I-5
12	New 34th AVE Bridge over I-5
13	70th Ave E RR Overpass
14	New Connector - 66th Ave E to 26th St E.
15	Pavement Overlay Program - Various Locations
16	70th Ave E. Reconstruction - South Segment
17	20th St E. and Frank Albert Rd Signalization
18	20th St E. and 62nd Ave Signalization
19	Reconstruction of N Levee Rd - Central Segment
20	54th Ave E Corridor study
21	70th Ave Bridge - New Bridge
22	North Levee Road Reconstruction - East Segment
23	Pacific Hwy. E and 54 Ave E - Intersection
24	54th Ave E Grade Separation
25	52nd Ave E - New Road
26	Trail - Brookville Gardens to Torre Property
27	Extend Frank Albert Rd - 20th to Pac. Hwy. E
28	20th Street E. and POT - Road Signalization
29	Freeman Rd Reconstruction - South Segment
30	70th Ave E. Reconstruction - North Segment
31	20th Street E. Reconstruction - POT to Industry
32	New Entrance Ramp - 34th to SR509
33	20th St E. and Industry Dr Signalization
34	20th St. E. Reconstruction - 70th to Freeman Rd
35	20th St E Reconstruction - Industry to 54th
36	Improve 52nd Ave - Pac Hwy to 15th St. Ct. E.
37	12th St E Reconstruction - 54th to Alexander
38	62nd Ave E Reconstruction - North Segment
39	48th St E. Reconstruction - 70th to Freeman
40	45th St E Extension and Reconstruction
41	New Connector Arterial - 40th to 78th Ave E
42	Puyallup River Trail - New Trail
43	74th Ave E - New Road
44	Pacific Hwy. E and 62nd Ave E - Signalization
45	20th St E. and 58th Ave E - Signalization
46	62nd Ave E Overpass and Reconstruction
47	32nd Connector Arterial - New Road
48	Curb Return Reconstruction - Various



Six-Year Transportation Improvement Program From 2011 to 2016