

# CAPITAL FACILITIES PLAN 2012 - 2018

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*CITY OF PORT ORCHARD*



CITY OF PORT ORCHARD | Updated December 2014, November 2017

2012 – 2018 Capital Facilities Plan updated December 2014, November 2017

City Council Ordinance Nos. 021-14, 044-17

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## CHAPTER 1: INTRODUCTION

Capital Facilities are the facilities needed to support growth, such as roads, bridges, sewer, water and stormwater facilities, public buildings, and parks and recreational facilities. Many of these facilities have been addressed in separate plans, including the 2011 Transportation Plan Update, the 2010 Comprehensive Sewer Plan Update, the 2009 Water System Plan Update, and the 2011 Comprehensive Parks Plan. The primary purpose of this report is to address City buildings, as the other capital facilities have been previously planned for. The purpose of capital facilities planning is to provide adequate public facilities to serve existing and new development, to reduce the cost of serving new development with public facilities, and to ensure that these facilities will be in place when development occurs.

The Washington State Growth Management Act (GMA) mandates that jurisdictions that are required to plan under the GMA, including Port Orchard, must include a capital facilities element in their comprehensive plans. The Capital Facilities Plan (CFP) implements the land use element of the comprehensive plan, and these two elements, including the financing plan within the capital facilities element, must be coordinated and consistent, as indicated below:

**Economic Development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities. (RCW 36.70A.020(5))

**Public Facilities and Services.** 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. (RCW 36.70A.020(12))

**Coordination with Existing Plans.** A capital facilities plan element consisting of: (a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities; (b) a forecast of the future needs for such capital facilities; (c) the proposed locations and capacities of expanded or new capital facilities; (d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and (e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. (RCW 36.70A.070(3))

The City of Port Orchard has gone through rapid growth since 2009, both in terms of population and land area. Recent annexations have added approximately 3,229 acres of land to City limits and population over 2,000, with carrying capacity for many more. The population has more than

doubled since the last Capital Facilities Plan was written in 1994, shattering previous population projections of 8,100 residents in 2015. In 2012, the population was 11,780.

With the construction of a new City Hall, which was completed in 1999, a new Public Works shop, built in 2003, and other existing facilities, the City has been able to keep up with growth. The biggest capital facility need is for a law enforcement center that will allow the Police Department to move out of City Hall to their own building, and will allow other departments within City Hall to expand as the population and need for new municipal employees grows.

## CHAPTER 2: EXISTING CAPITAL FACILITIES

### 2.1 ADMINISTRATIVE FACILITIES

#### 2.1.1 City Hall

The primary municipal building in Port Orchard is the City Hall, located at 216 Prospect Street. It was built to replace the former City Hall which was built in 1947, and had significant structural and pest issues. After the acquisition of two properties at the junction of Bay Street, Kitsap Street, and Prospect Street, and community participation, the new City Hall was completed in September of 1999. All City employees, except for the Public Works crew, work from City Hall. The building has three stories, a partial fourth floor, and is 28,370 square feet. The ground floor is occupied by the Police Department and the sole employee of the Information Technology Department. The second floor contains personnel in the Mayor's Office, City Clerk's Department, Finance, Planning, Building, Public Works, and Engineering. The third floor contains the City Council Chambers, the Municipal Court and judge's office, and Court Support Staff.



Figure 1: City Hall

In 2012, the level of service for administration (including police and courts) was 2408 square feet per 1,000 residents.

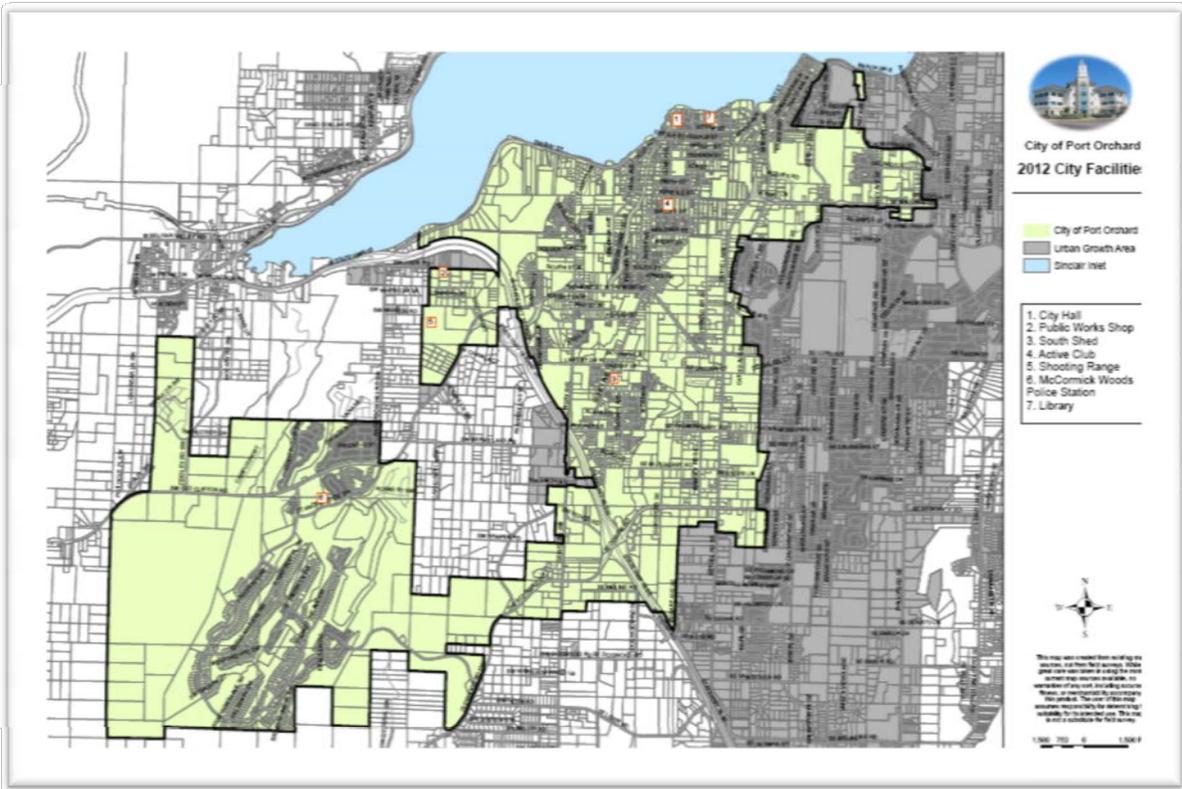


Figure 2: Map of City Buildings and Facilities

## 2.2 PUBLIC WORKS FACILITIES

### 2.2.1 Public Works Shop



Figure 3: Public Works Shop

The public works shop is located at 1535 Vivian Court, in the Port Orchard Industrial Park. It is 6,000 square feet, and was built in 2003. It houses the Public Works Foreman and all of the parks, water, sewer, and street workers and vehicles. It has a fenced parking and staging area for trucks and equipment. The covered parking area was expanded by four bays in early 2013 to increase parking for equipment so it would not be exposed to the elements.

## 2.2.2 South Shed



Figure 4: South Shed

The South Shed, formerly known as Fire Station #2, is located at 2051 Sidney Avenue, adjacent to Paul Powers Park and the City's water tower. The Public Works Department assumed responsibility for the South Shed when the Fire Department built a new facility on Tremont. It is currently used for storage and staging of supplies and equipment. No staff is stationed at the South Shed.

## 2.2.3 Water System

The City of Port Orchard's water system is best described as two separate water systems; the original City system that serves the majority of the City through a series of wells, storage reservoirs and distribution facilities; and the isolated McCormick Woods system which serves the more recently developed McCormick Woods community with separate water supply wells, storage tanks and distribution system facilities. Both systems are fully metered and together they serve approximately 3550 connections, most of which are single-family residential. The two systems are planned to be connected in the future. The 2009 City of Port Orchard



Figure 5: Water Tower near South Shed

Water System Plan provides more detailed information, and is adopted by reference in this document.

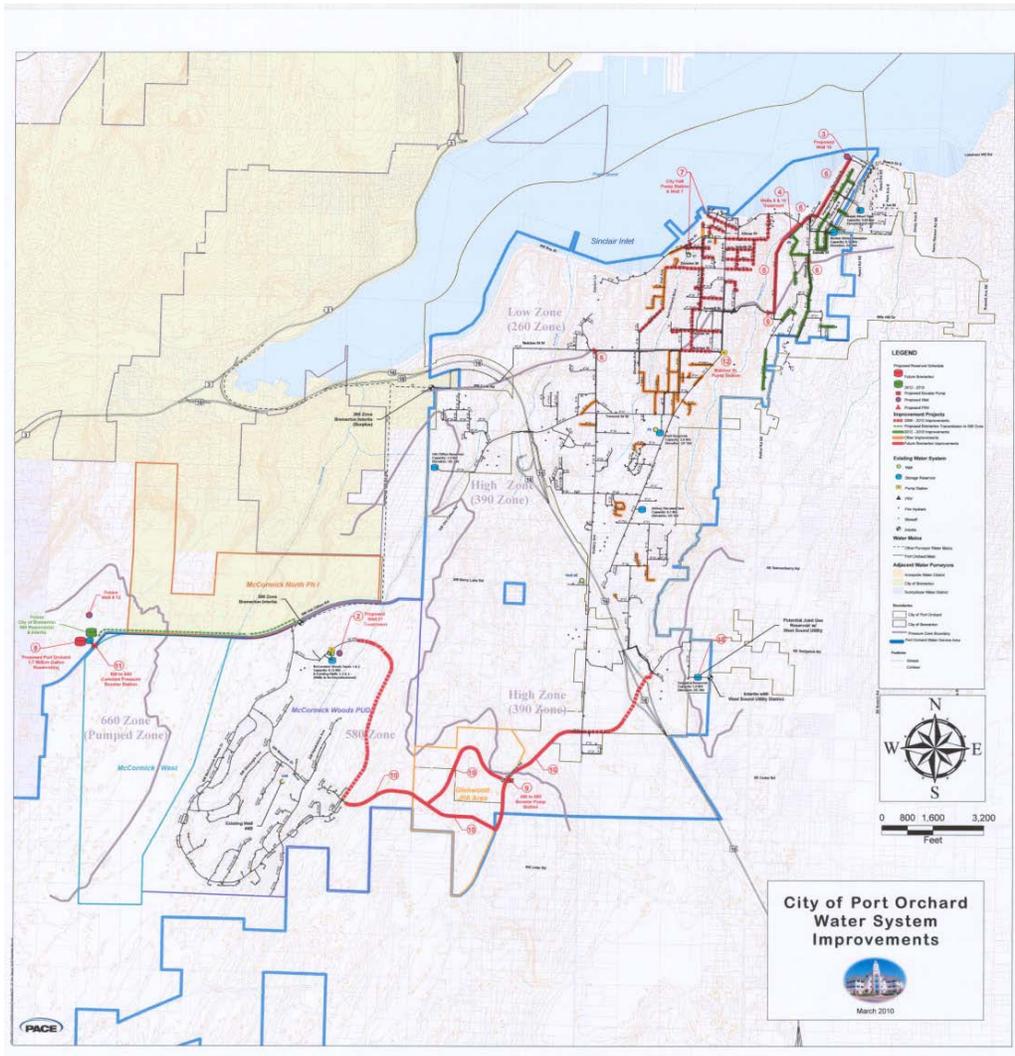


Figure 6: Water System Map

### 2.2.4 Sanitary Sewer System

The City's sanitary sewer system contains thirteen trunk lines with a capacity of over 31 million gallons per day. The City sewer system formerly included a wastewater treatment facility on the waterfront. All flow from the trunk sewers is conveyed to that location. The treatment facility was replaced with the Marina Pump Station and wastewater flow is now conveyed



east through an 18-inch force main to a new treatment facility on City property that is operated by the West Sound Utility District. In addition to the Marina Pump Station, there are twelve additional, smaller pump stations located throughout the City.

More information on the sewer system and future needs is contained in the 2010 City of Port Orchard Comprehensive Sanitary Sewer Plan Update.

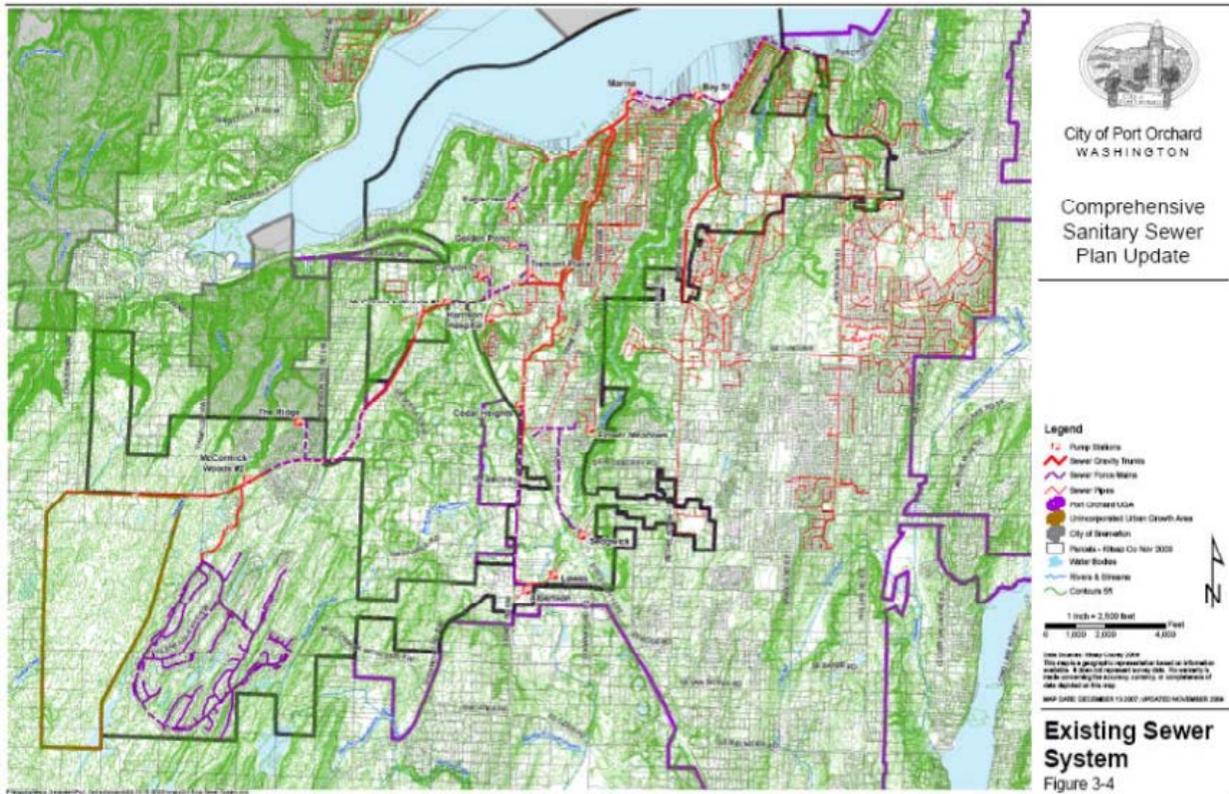


Figure 7: City Sewer System

## 2.3 POLICE FACILITIES

The Police Department currently occupies approximately 5,500 square feet on the bottom floor of City Hall. There is also one garage bay, locker rooms, and a former employee lunch room that has been converted to evidence storage.



Figure 8: Police Offices on Ground Floor of City Hall

### **2.3.1 Substations**

The Police Department currently leases space in the McCormick Woods Golf Course Maintenance shed as office space. The space is approximately 200 square feet, and contains office equipment for up to two officers to utilize. There is no secure parking or storage at this site, nor is there support staff. The station allows the Police Department to be more visible and closer to the significant population of McCormick Woods, and was established shortly after the annexation of McCormick Woods in 2009.

The Port Orchard Walmart has provided a small substation inside of their store on Bethel Road at no cost to the police department. It is not generally staffed except when there is an incident on the Walmart property.

### **2.3.2 Shooting Range**



Figure 9: Police Pistol Range

The Police Department shooting range, located at 1278 Lloyd Parkway, provides a safe place for officers to train and practice using firearms.

## 2.4 COMMUNITY CENTERS

### 2.4.1 Active Club



Figure 10: Active Club

The Active Club is the only community recreational building that the City owns. The building was purchased by a local service group, the Port Orchard Active Club, in the 1960's. They then relocated the building and donated it to the City. Since that time, the building has served numerous organizations such as the senior citizens, youth groups, quilting groups, and addiction recovery groups. In 1992, Kitsap County purchased and renovated Givens Community School. This former elementary school was converted to a multi-purpose building which houses both government offices and areas for community center for South Kitsap and eased the demands on the Active Club.

The Active Club building consists of two stories, with separate entrances, for a total floor space of 7,500 square feet. The lower story is used by the South Kitsap Peewees, as equipment storage and meeting space for their youth football, basketball and cheerleading programs. Most activities take place on the upper, street level floor which consists of three meeting rooms, a kitchen, and restrooms.

The City's Comprehensive Plan calls for multi-use facilities, more efficient provision of government services, and elimination of unnecessary duplication of services. The South Kitsap community has both the City and Kitsap County which provide community activities and spaces. Close coordination between these agencies will provide the best use of existing facilities and will help avoid redundancy. The primary community center is Givens Community Center, located at 1026 Sidney Avenue, which has a total of 49,796 square feet available for office space and public use. The Givens Community Center is located on the same block as the Active Club and is available for use by City residents. The Active Club provides a support role by making available smaller and less formal rooms for multi-use activities.

The current level of service for City-owned community centers is 637 square feet per 1,000 residents. If the Givens Community Center is included, the level of service rises to 4,227 square feet per 1,000 residents.

## 2.5 PARKS

The City of Port Orchard had twelve parks properties that are owned, maintained, or are slated for development by the City:

- VanZee Park
- Central Park (Clayton Playfield/Dwight Park)
- Givens Field
- Lundberg Park
- McCormick Village Park
- Paul Powers, Jr. Park
- Boat Ramp
- DeKalb Pier
- Westbay Lease Area



Figure 11: Etta Turner Park

Etta Turner Park  
 Waterfront Walkway Park  
 Bethel South Property

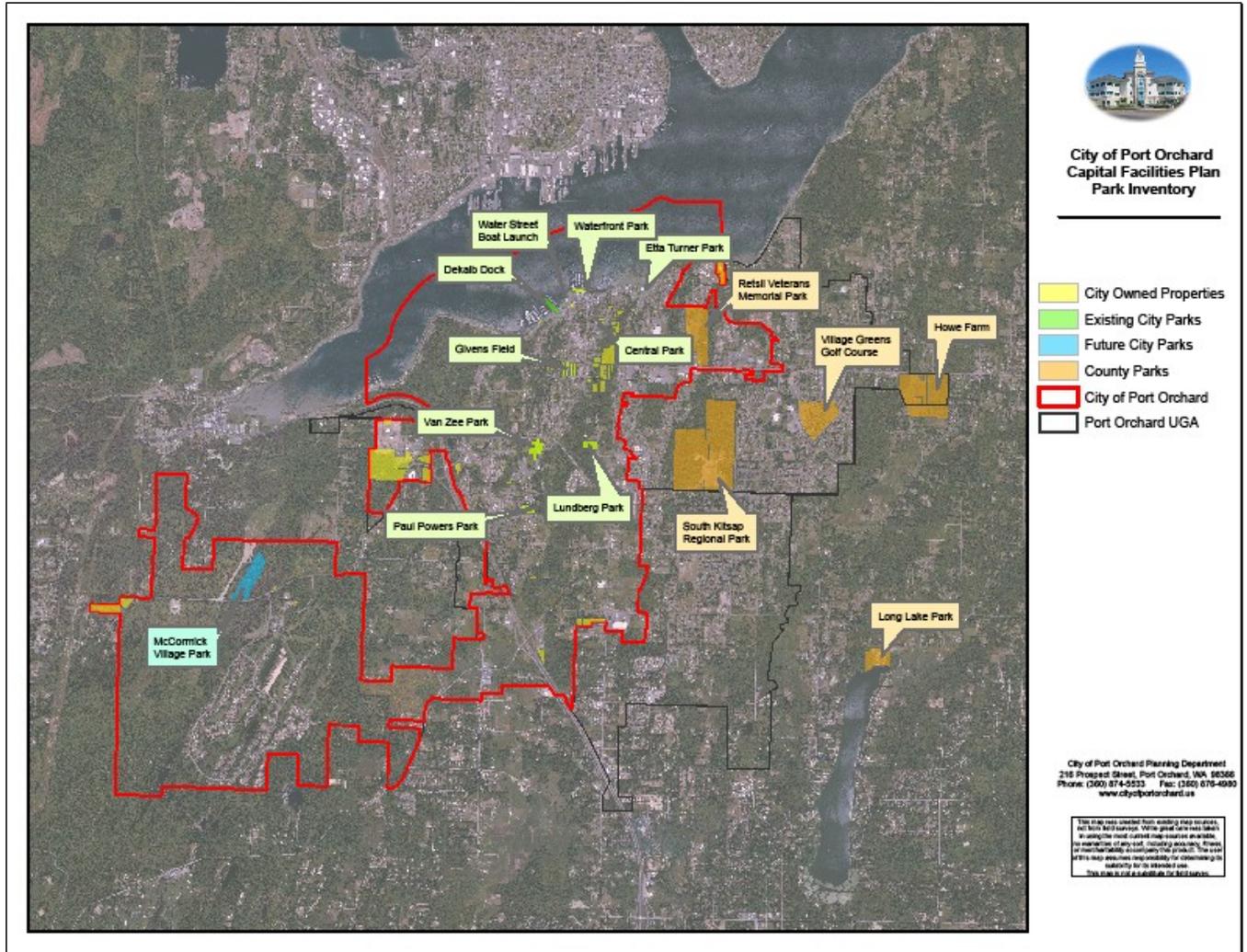


Figure 12: Park Location Map

In addition to the above City-owned parks, there are nine private play areas which were developed as part of residential developments. Also, Kitsap County owns and maintains Veteran’s Memorial Park, which is located within City limits, and the Port of Bremerton has created Marina Park, located on the waterfront. Additionally, the South Kitsap School District has three schools, located within City limits; South Kitsap High School, Cedar Heights Junior High School, and Sidney Glen Elementary School, that provide exercise and play activities to the public outside of school hours.

More information on these parks, as well as vacant land that could potentially be developed for public use, can be found in the 2011 City of Port Orchard Comprehensive Parks Plan.

## 2.6 FIRE PROTECTION



Figure 13: Tremont Fire Station

The City of Port Orchard formerly maintained its own Municipal Fire Department. That department was merged with Kitsap County Fire District 7, which served the greater South Kitsap area, in 1998. In 2005, Kitsap County Fire District 7 was renamed South Kitsap Fire and Rescue to better

represent the communities served.

There are currently two manned fire stations located within the City of Port Orchard: Station 17, located at 7990 McCormick Woods Drive SW, and Station 31, at 200 Tremont Street.

More information on Fire Protection levels of service can be found in South Kitsap Fire and Rescue's Five-year Strategic Plan 2010-2015.

## 2.7 SCHOOLS

The South Kitsap School District provides public education to Kindergarten through 12<sup>th</sup> Grade for the citizens of Port Orchard and the South Kitsap area. It serves 9,815 students within 360 square miles. The facilities include ten elementary (K-6) schools, three junior high (7-9) schools and one high school, one alternative high school and an academy that encourages family involvement. One elementary school, Sidney Glen, is located within Port Orchard city limits, as is one junior high (Cedar Heights), and South Kitsap High School and Explorer Academy.



Figure 14: Aerial View of South Kitsap High School

The *South Kitsap School District 2012 Capital Facilities Plan* can provide more information on the facilities and plans to improve them. It is adopted by reference as a part of this document.

## 2.8 LIBRARY



Figure 15: Kitsap Regional Library's Port Orchard Branch

The Port Orchard branch of the Kitsap Regional Library is owned and maintained by the City of Port Orchard. The building, located at 87 Sidney Avenue, was formerly the City's Post Office, and was purchased by the City in 1984. The building was built in 1960, and is 8,586 square feet. In 1964, the City entered into agreement with the Kitsap Regional Library that it would raise revenues for the Library and pay them twice a year. In 2010, the citizens of Port Orchard voted

to become a part of the library district, thus having their property tax money bypass the City, going directly to the Library district.

## CHAPTER 3: GOALS AND POLICIES

The Capital Facilities Plan is a tool that cities and counties use to comply with the Growth Management Act. Washington State has general goals for planning under GMA. Each agency planning under GMA also must adopt its own goals and policies.

### 3.1 GENERAL

**Goal 1. Provide an efficient distribution and mixture of public facilities, parks, and other open spaces**

Policy 1 The City Council shall encourage public input to determine locations for needed facilities, in order to maximize their usage.

Policy 2 The City shall aim for multiple-use facilities.

Policy 3 The City shall acquire property for public facilities.

**Goal 2. The City shall establish minimum levels of service for provision of urban services (i.e. fire, police, garbage disposal, parks, library, and other appropriate services).**

Policy 4 It is the City's intent that adequate school facilities be provided for the community. Individual school levels of service should be maintained as adopted and funded by the South Kitsap School District School Board.

Policy 5 Plan for more efficient provision of government services and avoid unnecessary duplication of City services.

Policy 6 The City shall promote increased coordination between the City, other municipalities and regional agencies for the planning and development of regional capital facilities.

Policy 7 The City shall develop design guidelines for publicly-owned buildings and structures with the intent to improve the appearance of public structures.

Policy 8 The City shall promote artistic endeavors in relation to public structures.

**Goal 3. Ensure that infrastructure, facilities, and services are adequate to serve new projects at the time buildings are available for occupancy and use**

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

- Policy 9      Require that urban level facilities and services are provided prior to or concurrent with development. These services include, but are not limited to, transportation infrastructure, parks, potable water supply, sewage disposal, stormwater and surface water management, and solid waste management.
- Policy 10     Facilitate adequate planning for services and facilities by coordinating with utility providers on annual updates of population, employment and development projections.
- Policy 11     Regularly monitor and update LOS standards for public facilities to reflect community preferences for quality of service delivery.
- Policy 12     Encourage providers to improve accessibility to public services by making information available, convenient and complete.
- Policy 13     Maintain an inventory of existing capital facilities owned by public entities.
- Goal 4.      Ensure that the provision of capital facilities meets the needs of the present without compromising the ability of future generations to meet their own needs.**
- Policy 14     Provide public facilities and services conveniently and equitably throughout the community and do not unduly affect any one group of people or geographic area by the siting or expansion of essential public facilities.
- Policy 15     Ensure that the provision of capital facilities is environmentally sensitive, safe and reliable, aesthetically compatible with surrounding land uses, and economical to consumers.
- Policy 16     Maximize financial resources and opportunities to meet the expected LOS for public facilities and services.
- Policy 17     Ensure that new growth and development pay a fair, proportionate share of the cost of new facilities needed to serve such growth and development.
- Policy 18     Direct growth within the community where adequate public facilities exist or can be efficiently provided.
- Policy 19     Seek to reduce the per unit cost of public facilities and services by encouraging urban intensity development within the City and adjacent Urban Growth Areas.

- Policy 20      Coordinate the construction of public facility improvements such as utility and road improvements to help minimize project costs.
  
- Policy 21      Encourage the joint use of utility corridors, provided such joint use is consistent with limitations prescribed by applicable law and prudent utility practice.
  
- Policy 22      Ensure the efficient and equitable siting of capital facilities through cooperative and coordinated planning.
  
- Policy 23      Coordinate and cooperate with other jurisdictions in the implementation of multijurisdictional utility facility expansions and improvements.
  
- Policy 24      Allocate resources to strengthen the economic base, diversify industrial and commercial enterprises, increase employment opportunities, increase the income level of residents, and enhance and revitalize neighborhoods.
  
- Policy 25      Look for ways to achieve multiple community benefits when developing infrastructure and capital facilities; for example, creating trails when establishing utility corridors.
  
- Policy 26      Minimize the visual impact that facilities (e.g. towers, antennas, dumpsters and recycling containers) can have on surrounding neighborhoods.
  
- Policy 27      Provide meaningful opportunities for community involvement in the planning of capital facilities.

**3.2            FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES**

- Policy 28      Coordinate with South Kitsap Fire and Rescue on planning for the location of new fire stations to ensure that they are dispersed throughout the City and located near areas of high population concentration.
  
- Policy 29      Encourage consolidation of duplicate services between Fire Districts to use resources more effectively.

**3.3            LAW ENFORCEMENT**

**Goal 5.        Reduce crime risks within the City**

- Policy 30      Design and locate capital facility improvements to optimize public safety through increased visibility at joint use facilities (e.g., streets, public buildings, etc.)
  
- Policy 31      Minimize impacts to surrounding land uses when siting new jail facilities.

Policy 32 Ensure that there are enough commissioned officers and support staff to support acceptable LOS in the City.

### **3.4 PUBLIC EDUCATION FACILITIES**

#### **Goal 6. Coordinate land use and school district capital facilities planning.**

Policy 33 Recognize that schools provide a unifying social and physical amenity that are key foci for successful neighborhoods. Encourage elementary schools to be located in or near neighborhood centers and middle schools, junior high schools and senior high schools to be located near community centers.

Policy 34 Coordinate with the South Kitsap School District to develop strategies to ensure that students are not forced to attend a school outside their neighborhood.

Policy 35 Coordinate with the South Kitsap School District to develop strategies to provide and enhance safe multi-modal access to the schools.

Policy 36 Review and update school impact fees at least every 4 years.

Policy 37 Explore opportunities to develop joint use facilities.

### **3.5 PARKS AND RECREATION**

#### **Goal 7. Develop and maintain adequate and convenient parks, recreation, and open space areas and facilities for all age groups to serve both the existing and future population of Port Orchard and surrounding areas.**

Policy 38 Increase public access to the marine shoreline by using municipal authority to encourage better public access to the shoreline.

Policy 39 Preserve open space considered cultural and scenic in value by :

- a. enhancing and expanding park facilities.
- b. discouraging obstructions of scenic views.

Policy 40 Increase the size and number of parks and open spaces by:

- a. establishing partnerships with other agencies to jointly utilize public facilities
- b. promoting through public and private investments, the acquisition of open space facilities and assuring proper maintenance thereof.
- c. providing for public input when developing plans for public parks.
- d. providing for a mixture of active and passive open spaces within residential and commercial areas with consideration of nearby public facilities.

e. providing input on development plans for public parks within Port Orchard's Urban Growth Boundary.

- Policy 41 Monitor and maintain the LOS for park facilities.
- Policy 42 Explore the creation of Park Impact fees and evaluate the review and analysis of park impact fees at least every four years.
- Policy 43 Correct LOS deficiencies in park facilities through capital improvements.
- Policy 44 Pursue cooperative agreements with other public entities such as area schools and libraries to improve public recreational opportunities.
- Policy 45 Collaborate with Kitsap County to explore formation of a Municipal Parks District to help fund and develop community and neighborhood scale parks throughout the subarea.
- Policy 46 Review City subdivision regulations to determine how provisions for pocket parks could be enhanced.
- Policy 47 Develop neighborhood parks adjacent to school sites whenever possible in order to promote facility sharing. Facilities on the neighborhood park site should supplement uses that the school does not provide such as trails, open space, picnic areas, playground equipment, and multi-purpose paved sport courts.
- Policy 48 Encourage implementation of the County's Greenways Plan that outlines a citywide system of trails that will serve park, recreation, and open space needs. Link a system of trails between neighborhoods and parks, school sites, and other public property. Utilize public lands and existing rights-of-way for trail purposes whenever feasible.
- Policy 49 Pursue trail development in the Blackjack Creek area that can provide benefits to the non-motorized transportation system by connecting urban density neighborhoods with the Bethel Road commercial corridor.
- Policy 50 Place interpretive signs along trails to encourage community, historical, and environmental awareness and place distance markers along the trail for walkers and runners.
- Policy 51 Encourage private property owners to donate public trail access or parcels identified for future municipal parks.
- Goal 8. To provide open space or natural landscaping throughout the City limits.**

- Policy 52      Zoning ordinances shall identify and preserve open space areas.
- Policy 53      Landscaping, such as trees and shrubbery, should be included in the commercial areas of the City.
- Policy 54      Vacant municipal land not required for municipal purposes should be maintained to provide a pleasing natural condition.
- Policy 55      Future parks sites should be identified within the city limits and, if possible, purchased for future open space areas.
- Goal 9.      Neighborhood parks and recreation facilities should be conveniently located throughout the City.**
- Policy 56      The Active Club should continue to be maintained and improved.
- Policy 57      A performing arts center should be encouraged.
- Policy 58      All facilities should accommodate the handicapped and the elderly.
- Policy 59      The City should maximize the use of state and federal grants for future improvements whenever possible.
- Policy 60      The City should coordinate with other governmental entities and civic organizations to provide new facilities to the public.
- Policy 61      The City should encourage commercial enterprises to establish facilities which are harmonious with the community vision and goals.
- Policy 62      Create new parks in recently annexed areas or update existing parks within newly annexed portions of the City.
- Goal 10.     Athletic endeavors and organized sports should be encouraged throughout the community.**
- Policy 63      Athletic fields should be supplemented with picnic and playground facilities to encourage family participation.
- Policy 64      Any vacant public land large enough for an athletic field should be used for this purpose.
- Policy 65      Private sports programs should be encouraged and developed with private/public partnerships.

- Policy 66 Coordination with sports councils and committees would be beneficial.
- Policy 67 Plan for a skate park in the South Kitsap area.
- Goal 11. The waterfront should be preserved and protected to enhance public use.**
- Policy 68 Boat docks and marinas should be encouraged; however, these activities are not to be construed as the sole resource of the waterfront.
- Policy 69 Public access to the water should be provided for new municipal and commercial development.
- Policy 70 Viewing decks and similar pedestrian-oriented structures should be constructed in the urban waterfront area.
- Policy 71 A waterfront bicycle and walking path should be constructed.
- Policy 72 Beach access should be identified and developed. This should be integrated with the waterfront trail system.
- Policy 73 Public access should be considered as a condition of a Shoreline Substantial Development Permit (SSDP).
- Policy 74 Joint public access on adjacent property should be encouraged.
- Goal 12. Provide for a mixture of active and passive open space within residential and commercial developments and preserve open space considered cultural and scenic in value.**
- Policy 75 Buffers and open space should be a required design element in new developments.
- Policy 76 Steep slopes and sensitive areas should be protected with critical area restrictions.
- Goal 13. Promote the acquisition and maintenance of open space through public and private investment.**
- Policy 77 Citywide open space acquisition should be encouraged.
- Policy 78 Maintenance of city-owned open space should take precedence over acquisition of new city parks unless the proposed park serves a specific need.
- Goal 14. Enhance and expand existing park facilities.**

Policy 79 Park improvements should be done annually.

**Goal 15. Preserve and enhance environmentally sensitive open space.**

Policy 80 Identify environmentally sensitive open space.

Policy 81 Protect environmentally sensitive open space by limiting public intrusion.

Policy 82 Preserve sensitive areas by implementing legal instruments to dedicate them for this purpose.

**Goal 16 Place and construct community entry monuments on arterial City entrances.**

Policy 83 Maintain and landscape existing Gateway areas.

Policy 84 Prepare Gateway designs and seek public/private funding.

Policy 85 Construct and preserve historical monuments at key points within the City.

**3.6 WATER SYSTEMS**

**Goal 17 Ensure that an adequate water supply is available to support the level of populations growth and land development projected within the City.**

Policy 86 Maintain drinking water quality in accordance with State and Federal standards to insure the quality of drinking water delivered to customers of the water system.

Policy 87 Provide high quality domestic and fire protection service to all areas within the retail service area.

Policy 88 Utilize City-owned and operated sources of supply to maximize efficiency and cost effectiveness of the water system.

Policy 89 Maintain water system facilities to ensure a high level of service is provided to all customers and maximize the life of facilities to protect the investment of ratepayers.

Policy 90 Construct new facilities as required to serve the existing and future populations of the established water service area and South Kitsap Urban Growth Area.

Policy 91 Develop a long range program for interconnecting the City's main water system with the independent facilities serving the City's 580 and 660 Pressure Zones

(McCormick Woods System). This will allow for combining the two existing systems under one water system identification number.

- Policy 92 Implement and maintain water use efficiency and conservation programs to discourage water waste, promote the prudent use of water resources and support protection of habitat and the environment.
- Policy 93 Work with neighboring water utilities, participate in regional water planning efforts to establish common goals of uniform water system standards and facilitate coordination of efforts toward the adequate provision of water service throughout the region.
- Policy 94 Conduct water system operations in a manner that insures high quality service in accordance with all applicable rules and regulations, at the lowest reasonable cost.
- Policy 95 Encourage land uses and programs that promote water conservation.
- Policy 96 Revise water service boundaries in cases where the designated water service provider cannot provide timely or reasonable service.
- Policy 97 Ensure that land uses permitted in aquifer recharge areas do not lead to contamination of water resources.
- Policy 98 Encourage new developments adjacent to properties with private wells or existing septic systems to connect to the City's water system or, if not feasible, ensure that adverse impacts to existing wells or septic systems from new development is avoided or mitigated.

### **3.7 WASTEWATER COLLECTION AND TREATMENT FACILITIES**

- Goal 18 Provide safe, reliable and timely sewer service to consumers at a fair and reasonable price.**
- Policy 99 Coordinate construction of sewage improvements with other utilities.
- Policy 100 The City shall require all new development to connect to public sewer and water systems, unless physically or financially infeasible.
- Goal 19 Provide reliable levels of service and ensure adequate capacity within the sewer system by upgrading the system to protect the natural environment, as deemed necessary.**

Policy 101 Schedule construction activities to avoid sensitive times in the lifecycle of fish and wildlife, such as spawning, nesting, and migration.

**Goal 20 Ensure that sewer system infrastructure expansion provides an adequate level of public service to support new development consistent with the City’s policies, criteria, and standards. In addition, sewer system expansion should also be consistent with current land use plans and development regulations of the State of Washington, Kitsap County, and appropriate local planning agencies.**

**Goal 21 Utilize best construction methods and practices and innovative techniques in the design and construction of sewer utilities.**

Policy 102 Whenever possible, construction should be scheduled to minimize disruption of access to area residences and businesses.

### **3.8 STORMWATER FACILITIES**

**Goal 22 Minimize development related impacts to existing hydrologic conditions and functions and strive to correct current deficiencies resulting from past development practices.**

Policy 103 Identify areas within and adjacent to the City and its UGA which are highly sensitive to changes in hydrologic conditions and functions. Within these highly sensitive areas, establish standards that provide for near zero change in hydraulic and hydrologic function on a property, such as no net increase in the peak flow or volume of runoff or erosion products leaving a site post-development.

Policy 104 Ensure development standards adequately prevent new development from increasing flooding and minimize the possibility of damage from flooding events.

Policy 105 Encourage LID strategies for stormwater management through incentives and flexibility in application of regulatory requirements.

Policy 106 Utilize new inventories of flood hazard-prone properties in the decision making process to prioritize stormwater system improvements.

Policy 107 Coordinate the basin planning process with the community planning process to address surface water runoff and flooding issues.

Policy 108 Integrate public regional stormwater detention and retention facilities into the natural environment.

- Policy 109 Recognize that regional facilities can provide aesthetics, recreation, and fish and wildlife habitat in a community park-like or open space setting.
- Policy 110 Implement planned activities and continue current activities in the 2011 Stormwater Management Plan.

## CHAPTER 4: FUTURE CAPITAL FACILITIES NEEDS

As stated in the introduction, the City has experienced rapid growth, through building and annexations, in the past five years, adding over 3,100 residents since 2007, and more than doubling the population since 1994, when the capital facilities plan was last updated.

In 2018, the planning horizon for this Capital Facilities Plan, the population is estimated to be 14,612. Future needs for capital facilities are estimated based on this number.

### 4.1 ADMINISTRATIVE FACILITIES

Facility	Location	Size (Square Feet)
City Hall (including Police Station & Municipal Court)	216 Prospect Street	28,370
Public Works Shop	1535 Vivian Court	6,000
South Shed	2051 Sidney Avenue	3,811
Active Club	1026 Tacoma Avenue	7,500
Shooting Range	1278 Lloyd Parkway	n/a
Library	87 Sidney Avenue	8,586

#### 4.1.1 City Hall

The space required for the City's operations is adequate within City Hall for the extent of the Planning period. However, the Police Department is outgrowing their space on the ground floor of City Hall and is searching for funding and opportunities to have their own separate police station. If the Police Department moves out, more office space will be available for other departments. Discussions currently center on the Public Works / Engineering staff relocating to the Police Department once that is vacated.

City Hall is due for some maintenance, repair, and improvement projects, including:

Interior Prep and Paint	\$80,000
Exterior Prep and Paint	\$75,000
Brick Cleaning and Sealing	\$20,000
Window Caulking	\$22,000
Window Replacement	\$90,000
Water Intrusion Repair & Prevention	\$100,000
Carpet Cleaning	\$2,000
Carpet Replacement (Court)	\$3,000
Bike Rack for City Hall	\$1,000
Transfer Switch for Generator	\$110,000
Acquisition of properties in the vicinity of City Hall (640 Bay Street)	\$200,000
<b>TOTAL</b>	<b>\$703,000</b>

These projects are 2013 Supplemental Budget requests. Most City Hall improvements and repairs would come from REET funds, and would fix ongoing issues with leaky windows, water intrusion, and would allow for new paint to improve the weather-resistance of the exterior, and the aesthetics of the interior.

Currently, in the event of a power outage, Public Works personnel must be notified, then travel to City Hall to manual turn the generator on, leaving City Hall without power for several minutes. The proposed transfer switch would allow an emergency power shift to occur immediately.

The number and priority of projects will be determined by available funding.

## 4.2 PUBLIC WORKS FACILITIES

### 4.2.1 Public Works Shop

The Public Works Shop, located at 1535 Vivian Court, has enough capacity to support staff throughout the Capital Facilities planning period. There is a current level of service for enclosed maintenance facilities of 833 square feet per 1000 residents. However, there is not enough covered parking for City vehicles and equipment. A second four-bay carport will be constructed at the shop to cover and protect City vehicles and equipment from the elements.

### 4.2.2 South Shed

The South Shed is anticipated to continue being used as a storage facility and staging area for the next six years. No construction, remodeling, or expansion is anticipated.

### 4.2.3 Water System

The total capital improvement plan for identified water system upgrades totaled approximately \$24 million (in 2009), according to the *City of Port Orchard 2009 Comprehensive Water System Plan*. Of that amount \$17.6 million has been identified as high priority items. The amount that can be constructed will depend on funding. The *City of Port Orchard 2009 Comprehensive Water System Plan* contains more information on the projects and funding, and is adopted by reference to this document. The following table is a summary of the Water System Capital Improvement Plan

Project	Project Name	Description	Cost Estimate	Financing
1	Telemetry Upgrades	Upgrades of Telemetry equipment at various well and reservoir locations	\$75,000	Connection Charge / Rates
2	Well 11 Treatment Upgrade	Drilling of a new deep aquifer well that will produce 750 gpm, installing a well pump and controls, modifying	\$675,000	Developer/Connection Charge

		treatment to include hydrogen sulfide removal, and reusing the existing chlorination system.		
3	Well 10 Pump, Generator, & Building	Construct a small building to house the well, on-site generator, and controls.	\$650,000	Connection Charge / Rates
4	Wells 6 & 10 Treatment Improvements	This project combines treatment for the new Well 10 and the upgrade/replacement for treatment of Well 6. The new facility will be constructed on the Well 6 site. Treatment will include hydrogen sulfide, chlorination, and fluoridation. A pump station will be constructed to deliver water to both the 260 and 390 Zones as needed	\$2,000,000	Connection Charge / Rates
5	Well 10 Transition Main	Design and construction of a 12-inch transmission main from the Well 10 site to the Well 6 site, then west and south along the west side of the cemetery to the extension of Kendall Street and connect to a 12-inch, 390 Zone main at that location.	\$1,600,000	Connection Charge / Rates
6	Pressure Release Valves High to Low Zone	This project involves installing three PRVs to provide connection between the 390 and 260 Zones to improve storage for its 260 Zone, circulation, and water quality.		
	Melcher/Pottery & Eaglecrest		\$55,000	Connection Charge / Rates
	Mitchell & Dwight		\$55,000	Connection Charge / Rates
	Kendall & Maple		\$55,000	Connection Charge / Rates
7	City Hall Pump Station Upgrade	The City desires to eliminate Wells 4 & 5 by transferring water rights to Well 10. By installing treatment for Well 7 at the Well 7 site, or another location, the City Hall facilities can be abandoned.	\$735,000	Connection Charge / Rates
8	1.1 Million Gallon 580 Reservoir	This project includes the construction of a new reservoir sized for ultimate	\$2,200,000	Developer / Connection Charge

		development in the 580 and 660 Zones. Preliminary studies indicate the reservoir should have about 1.1 million gallons of usable storage.		
9	390 to 580 Booster Pump Station	Construction of a transfer booster station. This will include 2 650-gpm pumps with room for a future 600 gpm pump.	\$450,000	Developer / Connection Charge
10	390 to 580 12-inch Transmission Main	Provide a pipeline to transfer water from the City's 390 Zone to the McCormick Woods area.	\$1,600,000	Developer / Connection Charge
11	580 to 660 Constant Pressure Booster Station	Construction of a water booster station to pump from the City 580 reservoir(s) to the new 660 Zone.	\$450,000	Developer
12	Melcher Street Pump Station Upgrade	Install additional pumps and controls to accommodate the added transfer of water from the City 260 Zone to the 390 Zone	\$250,000	Developer / Connection Charge
13	390 Zone Storage	Alternatives are discussed in Water System Plan	\$500,000	Connection Charge / Rates
14	Well 9 Water Treatment	Provide treatment of Well 9 water to eliminate customer complaints. Options include filtration or discharging water to the adjacent Park Reservoir where oxidized iron/manganese can be captured.	\$850,000	Rates
15	Systems Operation Study	An operations study is needed to assess system improvements to simplify the operation of the water system.	\$100,000	Rates
16	Water main Replacement Program, Phase 1	Detailed in Water System Plan Page 7-6, Table 7-1A	\$6,306,000	Rates
17	East City Water Main Replacement Program	Detailed in Water System Plan, page 7-7, Table 7-1B	\$2,374,000	Rates
18	Miscellaneous Improvements	Detailed in Water System Plan	\$4,129,000	Rates
			\$25,109,000	

#### 4.2.4 Sewer System

The *City of Port Orchard 2010 Sewer Plan* identifies \$14.8 million of improvements that are necessary in the six-years starting in 2010. Three major pump stations need rehabilitation and some capacity increase. The *City of Port Orchard 2010 Sewer Plan* identifies the specific projects and funding sources, and is adopted by reference as part of this Capital Facilities Plan.

Project	Improvement	Description	Project Cost Estimate
A	Bay Street Pump Station	Engineering/Construction	\$1,350,000
B	Trunk H – Engineering Report	Preliminary Design	\$20,000
C	Interim McCormick Pump Station 2 Improvements	Odor, mechanical, electric	\$200,000
D	Marina Pump Station Engineering Report	Preliminary design	\$50,000
E	Trunk H – Tremont	1,000 lf x 24-inch	\$650,000
F	Marina Pump Station	5,000 gpm x 150 hp	\$2,100,000
G	Pottery Pump Station Engineering Report	Preliminary Design	\$20,000
H	Trunk E: Pottery Pump Station Force Main	1,300 gpm x 50 hp 2,500 lf x 12-inch	\$2,100,000
I	Sidney-Sedgwick Pump Station	Preliminary Design	\$20,000
J	Sidney-Sedgwick Pump Station	Construct Pump Station & Force Main	\$1,000,000
K	McCormick Pump Station 1 Engineering Report	Preliminary design	\$20,000
L	McCormick Pump Station 1	2,000 gpm x 120 hp	\$820,000
M	Trunk G – Sidney Ave	7,000 lf x 15-inch	\$3,060,000
N	McCormick Pump Station 2 Engineering Report	1,400 gpm x 50 hp	\$25,000
O	McCormick Pump Station 2	Preliminary design	\$740,000
P	SKIA Facilities Plan	MBR, Pump Station & Force Main	\$100,000
Q	SKIA – Pump Station Force Main	310 gpm x 25 hp 13,000 lf x 8-inch	\$430,000 \$1,800,000
R	Tremont Place Pump Station	Mechanical & electrical	\$140,000
S	I/I Existing Pipe Rehab	\$25,000 annually	\$150,000
		Estimated Total	\$14,800,000

#### 4.3 POLICE FACILITIES

The City Police force is rapidly outgrowing its designated space within City Hall. With 24 commissioned officers and six support staff, including parking enforcement, they will need a new station within the next decade, if not sooner. Storage space is especially in short supply. The 2013 budget includes a request for \$25,000 for a Needs Assessment for a new Police Facility. It is estimated that a 10,000 to 15,000 square foot facility with 3,000 to 5,000 square feet of storage will meet the needs of the Police Department over the next 20 years. There are

several options that can be considered to increase the office and storage space of the Police Department:

- Stay in City Hall and add a new station in the Bethel or Mile Hill area
- Purchase a vacant office building in a commercial area of the City
- Create an agreement with Kitsap County officials to create a condominium out of the Kitsap County Administration Building to allow the Police Department to occupy the ground floor of that building.

Any new space acquired by the Police will need to have secure parking and storage areas.

Until new space can be acquired, the Department will require upgrades to its current space, including replacement of water damaged carpet, for an approximate cost of \$20,000.

#### **4.3.1 McCormick Woods Station**

The McCormick Woods Station will not be necessary in the future if a larger, centrally located station can be acquired. There are no plans to add to the space or renovate it.

#### **4.3.2 Shooting Range**

The current outdoor shooting range is in need of retrofitting for safety and noise abatement purposes. With development getting closer to the wooded area that it is located in, there have been increasing complaints and calls about the range. The 2013 budget contains a request for \$15,000 for a range plan to retrofit the outdoor range facility.

### **4.4 COMMUNITY CENTERS**

#### **4.4.1 Active Club**

The Active Club is anticipated to be used in its current capacity for the next six years. There are necessary repairs that should be made to the building, including bathroom upgrades, repair/replacement of broken windows, insulation of remaining windows, and playground equipment. There is a 2013 supplemental budget request for \$46,000 to allow these repairs. With the adjacent County-owned Givens Community Center, there is adequate space to meet the established level of service.

### **4.5 PARKS**

The *City of Port Orchard 2011 Comprehensive Parks Plan*, adopted by reference in this document, identifies Parks projects and implementation strategies for the six-year planning horizon.

### **4.6 FIRE PROTECTION**

The *South Kitsap Fire and Rescue Five-Year Strategic Plan: 2010 – 2015* identifies several capital projects, some of which were completed as a result of a levy passage in 2011. None are located within City limits. The *South Kitsap Fire and Rescue Five-Year Strategic Plan: 2010-2015* is adopted by reference in this Capital Facilities Plan.

#### 4.7 SCHOOLS

The *South Kitsap School District 2012 Capital Facilities Plan* identifies that Cedar Heights Junior High School needs to be modernized or replaced, and that South Kitsap High School is a candidate for modernization. More details can be found in the plan, which is adopted by reference in this document.

#### 4.8 TRANSPORTATION

The highest priority transportation projects, as indicated by the City of Port Orchard Transportation Improvement Plan, adopted on July 24, 2012, are indicated in the table below:

Project #	Project Name	Project Description	Project Type	Total Cost (000s)
C-1	Tremont Avenue (.65 mi.)	Widen to 4 lanes from Port Orchard Blvd. to SR 16. Construct Roundabouts at Tremont/ Port Orchard Blvd. Add bike lanes and sidewalk both sides of street.	Capacity	\$14,500
C-2	Bethel Avenue (0.8 mi.)	Widen to 4 lanes with sidewalks, lights, and stormwater from the roundabout to Lincoln Ave. Add sidewalks and bike lanes to both sides of street.	Capacity	\$4,000
C-3	Bethe Avenue W (0.5 mi)	From Bay St to Bethel Ave, widen to 4 lanes with sidewalks and bike lanes both sides, lights, and stormwater	Capacity	\$5,000
C-4	Lund Avenue Widening (1.0 mi)*	Widen roadway to 4/5 lanes with sidewalks and bike lanes both sides per Kitsap County Greenways Plan, Bethel to Jackson	Capacity	\$7,240
C-5	East-West Arterial Feasibility Study, Potter Ave to Bethel	Study potential east-west arterial route, adding new capacity at approx. Fireweed to	Capacity	\$150

	Connection**	Salmonberry alignment with connections across SR 16.		
C-6	Sedgwick Road Corridor Study (3.5 mi)**	Cooperative Study with WSDOT. Long range plan for 4/5 lane roadway, sidewalks and bike lanes both sides, Glenwood Road to east of Long Lake Road	Capacity / Non-motorized	\$350
C-7	Jackson Avenue Widening (1 mile)*	Widen to 3 lane roadway with sidewalks and bike lanes both sides (per KC Bicycle Facilities Plan), Sedgwick to Lund	Capacity / Non-motorized	\$4,000
C-8	Pottery Avenue Widening (0.4 mi)	Widen road to 2 lanes with sidewalks and stormwater system from Tremont to W. Melcher St.	Capacity	\$1,600
C-9	Pottery Avenue Widening (0.95 mi)	From Tremont St. to SR 16 overpass, widen to 4 lanes with sidewalk, stormwater system and traffic calming.	Capacity	\$5,700
C-10	Fireweed Road Widening (0.25 mi)	From Sidney Ave to S. Flower Ave, widen 2 lane road to include shoulders both sides and stormwater system.	Capacity	\$500
C-11	Sherman Avenue Widening (0.4 mi)	Widen 2 lane road from Fireweed Road to its terminus to include shoulders and stormwater system.	Capacity	\$750
C-12	Old Clifton Road (0.5 mi)	From SR 16 to the west city limits, widen to 4 lanes with sidewalk, lights and stormwater system.	Capacity	\$1,734
C-13	Sidney Avenue Widening (.95 mi)	Widen to 4 lanes with sidewalks, stormwater system and traffic calming from SR 16 overpass to Sedgwick Road.	Capacity	\$5,700
C-14	Salmonberry Road (1.22 mi)*	Design report for lane widening with sidewalk, Bethel to Jackson Ave and paved shoulders to Phillips Road	Capacity	\$100,000

N-1	Bay Street Seawall	Construct 150' long pedestrian walkway from 1800 block of Bay St. to Seawall with drainage	Non-motorized	\$100
N-2	Pottery Avenue (Cedar Heights) Sidewalk	Construct concrete sidewalk, curb, gutter, and stormwater system on west side of street from Lippert Dr. to the junior high school.	Non-motorized	\$500
N-3	Sidewalk Improvement Project	Repair and replace concrete sidewalks	Non-motorized	\$60
N-4	Port Orchard Boulevard Sidewalk Improvement	Construct concrete sidewalk on one side of roadway	Non-motorized	\$100
N-5	Downtown Bay Street Improvements	Replace/resurface existing sidewalks, curbs and stormwater culverts; construct traffic calming devices, Bank St. to Harrison Ave.	Non-motorized	\$350
N-6	Sidney Road Shoulders (.68 mi)*	Construct 6 foot paved shoulders, Port Orchard city limit to 106 feet south of Lider Road	Non-motorized	\$745
N-7	Anderson Hill Road Shoulders (.15 mi)*	Construct paved shoulders from 300' west of roundabout to 480' east of roundabout	Non-motorized	\$375
M-1	South Kitsap Boulevard (.2 mi)	Remove and replace existing pavement between Tremont and Pottery Ave.	Maintenance (pavement)	\$300
M-3	Bay Street Pedestrian Path (1.5 mi)	Install guardrail and street improvements from downtown to the City limits.	Maintenance (safety)	\$4,400
M-4	Residential Paving Program	Repair and replace roadway pavement in residential areas	Maintenance (pavement)	\$900
M-5	Sidney Overlay**	Overlay road and construct shoulder between Lippert Dr. and SR 16.	Maintenance (pavement)	\$1,215

M-6	Melcher Street Reconstruction	Reconstruct 2 lane roadway	Maintenance (pavement)	\$400
M-7	Cline Avenue Rehabilitation	Replace roadway pavement and west side sidewalk	Maintenance (pavement)	\$100
M-8	Bay Street & Rockwell Intersection	Improve driver safety and visibility	Maintenance (Safety)	\$100
M-9	Jackson Ave / Salmonberry Rd Intersection (.05 mi)*	Improvements to address safety issues and traffic operations	Maintenance (Safety)	\$668
M-10	Bethel Avenue (from Mile Hill Road roundabout intersection to Ives Mill Road)	Grindouts, overlay	Maintenance (Safety)	\$1,700
Total Cost (City = \$48,009; Kitsap County = \$13,128; WSDOT = \$350				\$163,637

\* Project is outside City limits but within Urban Growth Area

\*\* Project is partially within City limits and within Urban Growth Area

## **CHAPTER 5: FUNDING AND IMPLEMENTATION**

Capital facilities in Washington State are funded in a variety of ways. This is the case in the City of Port Orchard. Capital facilities in the enterprise fund category (waste water, water, and storm drainage) are generally funded by system user fees, one time impact fees, revenue serviced bonds and grants from the state or federal government. Non-enterprise fund facilities must rely on revenue from taxes or bonding retired with general tax revenue.

The Growth Management Act requires the City to identify the sources of funding for each type of capital facility. This section provides a general overview of funding sources that have been or are being used.

### **5.1 TAX REVENUE**

#### **5.1.1 Property Tax**

RCW 84.52 authorizes this tax on the assessed valuation of real and personal property. RCW 84.55 limits growth of regular property tax to 6 percent of the highest amount levied in the last three years, before adjustments for new construction and annexations; and, the State Constitution limits the total regular property taxes to 1 percent of assessed valuation or \$10 per \$1,000 of value

#### **5.1.2 Retail Sales and Use Tax**

The City of Port Orchard has an 8.6 percent tax on all retail sales except for tax-exempt items such as food and drugs. The state receives the bulk of the retail sales tax, but the City can get substantial revenue from major retail centers and auto sales.

#### **5.1.3 Business License Fees**

The City collects fees for business licenses for anyone doing work in the City or with offices or businesses located in the City.

#### **5.1.4 Real Estate Excise Taxes**

The state authorizes a tax of 1.28 percent on the sale of all real estate. RCW 82.46 authorizes cities, planning under the GMA, to assess an additional tax on the real estate sales of ¼ percent. These funds must be spent for capital facility projects listed in the Capital Facilities Plan. A second ¼ percent may also be levied to help defray the costs of implementing the GMA.

#### **5.1.4 Other Tax Revenue**

The City receives tax income from lodging excise taxes, admission tax, liquor tax, and motor vehicle fuel taxes.

## **5.2 IMPACT FEES**

### **5.2.1 Transportation Impact Fees**

ESHB 2929 authorizes impact fees to pay for road required to serve new development. Currently in the City, only new homes in ULID #6, in the McCormick Woods area, pay an transportation impact fee, currently \$1904.04, plus a \$19.04 administrative fee, adjusted yearly for inflation. The fee is collects at building permit issuance.

Transportation impact fees are the most typical financing tool used by local jurisdictions in the State of Washington. This allows the collection of revenue to offset the traffic impacts of new development before occupancy permits are issued. Impact fees are only used to fund facilities such as roads, that are directly associated with the new development. They may not be used to correct existing deficiencies.

Transportation impact fees may be calculated based on average trips, numbers of units in a residential project, square footage in a non-residential project, or other factors. The payment of impact fees does not by itself satisfy mitigation requirements under SEPA, or transportation concurrency requirements under the Growth Management Act.

### **5.2.2 Park Impact Fees**

ESHB 2929 authorizes impact fees to pay for park and recreation facilities required due to new development. These fees are collected at building permit issuance, and are based upon a flat rate for single-family dwelling units, and a smaller rate per unit for multi-family. Additional credit can be given to developers who have paid a lump sum payment for parks improvements. These impact fees are in addition to any mitigation or voluntary payments authorized by SEPA or local improvement districts.

Impact fees must be used for capital facilities needed for growth. They cannot be used to meet current deficiencies or cannot be used for operating expenses.

## **5.3 ENTERPRISE ACTIVITIES – CAPITAL FACILITY / MAINTENANCE FUNDING**

### **5.3.1 System Development Fees**

System development charges are impacts fees imposed on utilities such as water, sewer, natural gas, or drainage that is a proportionate share to the utility system capital costs which the City can demonstrate is attributable to the property being developed.

### **5.3.2 User Fees / Rates**

## **Water User Fees**

These are state authorized rates charged to each residential and commercial customer, based on the volume of water used. Revenue may be used for capital facilities, operations, and maintenance of the water system.

## **Sewer Fees**

The State authorizes sewer charges to wastewater generators. These fees are usually based on the amount of potable water consumed based on the assumption that there is a correlation between water consumption and wastewater generation.

## **Stormwater Utility Fees**

These are state authorized fees usually based on a flat rate per month per residential equivalency or on the average impervious surface area. Revenue may be used for capital facilities, operations and maintenance.

## **5.4 BONDS**

### **5.4.1 General Obligation Bonds**

General obligation bonds are backed by the full faith and credit of the City. Bondholders have legal claim on general income of the City if default occurs. There are two types:

- 1. Councilmanic Bonds.** These may be issued by a vote of the City Council. They are backed by general fund revenues because voters have not been asked to pay increased property taxes.
- 2. Unlimited General Obligation Bonds.** These are backed by the full faith and credit of the local government. They raise property taxes to pay for projects and must be approved by a 60 percent majority of the voters. Turnout must be 40 percent of those voting in the last general election. They may only be used for capital purposes and there are limits to the amount of debt that can be issued.

### **5.4.2 Revenue Bonds**

These bonds are used to finance projects for an enterprise fund or a facility that generates income sufficient to pay debt service. Examples include water and wastewater projects or a convention center. Payment of debt service comes from user fees generated by enterprise fund or the capital facility that is being built. Interest rates are higher than in GO bonds since these bonds are not backed by the full faith and credit of the City. They are not subject to statutory debt limits. However, the bond market provides an effective limit to the amount of bonds that can be issued.

### **5.4.3 Levy Lid Lift**

A simple majority of voters can approve a “levy lid lift” allowing the City to levy an amount of property tax approved by its voters to the applicable statutory rate limitations. The City can lift its levy for the following year or for up to six consecutive years. This technique is particularly helpful in funding maintenance or property acquisition projects.

## **5.5 GRANTS**

### **5.5.1 Federal Grants**

#### **Surface Transportation Program (STP)**

The STP Program provides flexible funding that can be used by state and local governments for projects on any federal-aid highway system facility including the National Highway System (NHS), bridge projects on any public road, transit capital projects, modifications of existing public sidewalks to comply with the Americans with Disabilities Act (ADA) regardless of whether the sidewalk is on the federal-aid system right-of-way, and bus terminals and facilities. A portion of the funds are reserved for rural areas and may be spent on the federal-aid functionally classified system including Rural Minor Arterials.

#### **Highway Bridge Program (HBP)**

The HBP provides funding to the state for improving bridges through replacement, rehabilitation, and systematic preventative maintenance.

#### **Transportation Enhancement Program**

Transportation Enhancements are transportation and transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the transportation system. The program provides for a wide variety of projects that range from nonmotorized (bike/pedestrian) facilities, to landscaping and scenic beautification, to mitigation of water pollution due to highway runoff, and to the restoration of historic transportation facilities.

#### **Safe Routes to School Program**

The purpose of the Safe Routes to Schools program is to provide K-8 children a safe, healthy alternative to riding the bus or being driven to school. This federal program, which in Washington also includes a state funded portion, provides funding for engineering and construction, education efforts and enforcement activities within two miles of schools. There is no match requirement.

#### **Intersection and Corridor Safety Program**

In spring 2005 WSDOT developed the Intersection and Corridor Safety program to fund safety projects that eliminate or reduce fatal or injury accidents at high accident intersections and within high accident corridors.

#### **Transportation, Community, and System Preservation (TCSP) Program**

The TCSP Program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation, community, and system preservation and to identify private sector-based initiatives. States, metropolitan planning organizations, local governments and tribal governments are eligible for TCSP Program discretionary grants. The Federal share payable on account of any TCSP project or activity shall be 80 percent or subject to the sliding scale rate.

### **Recreational Trails Program**

The Recreational Trail Program provides funds to develop and maintain recreational trails for motorized and non-motorized travel.

## **5.5.2 Washington State Transportation Improvement Board**

The Washington State Transportation Improvement Board (TIB) provides funding to foster investment in quality local government transportation projects. The TIB distributes grant funding from revenue generated by three cents of the State's gas tax, to cities and counties for funding transportation projects. TIB administers several funding programs each with its own set of criteria used to facilitate project selection. The project selection process for all programs is completed annually. The TIB programs are summarized below:

### TIB Urban Programs

The TIB provides funding to urban cities within federally designated urban areas with population greater than 5,000. Three state-funded grant programs are administered through TIB:

- Urban Arterial Program (UAP) for road projects that improve safety and capacity,
- Urban Corridor Program (UCP) for road projects that expand capacity and have multiple funding partners, and
- Sidewalk Program (SP) for sidewalk projects that improve safety and connectivity.

TIB Urban Program projects require financial participation by the local agency. Minimum local match requirements range from ten to twenty percent depending on the assessed value of the local agency. Local match is typically a mixture of private and public funds.

Projects are selected annually using a rating system based on criteria developed by TIB. TIB awards approximately \$70 million to new projects each year.

### Other TIB Programs

Several other programs are administered by TIB including:

- Route Jurisdiction Transfer Program (RJT) reviews petitions from cities, counties, or WSDOT for additions or deletions from the state highway system.

- Route Transfer Program (RTP) provides funding to offset extraordinary costs associated with the transfer of state highways to cities.
- De TEA Program offers to remove federal funds from a transportation project and provide 100% state TIB funding in its place. The intent of the program is to lower costs and speed projects toward completion by eliminating unnecessary federal process and administrative requirements that only apply because of the presence of federal funds.

### **5.5.3 Other WA State Funding Programs**

#### The Pedestrian and Bicycle Safety Program

The Pedestrian and Bicycle Safety Program was initiated to reduce the nearly 400 statewide fatal and injury collisions involving pedestrians and bicycles each year. Similar to the federal Safe Routes to School Program, the purpose of the program is to aid public agencies in funding cost-effective projects that improve pedestrian

#### Community Development Block Grants

Administered by the State Department of Community, Trade and Economic Development, administers funds through a competitive application process to assist Washington State small cities, towns, and counties in carrying out significant community and economic development projects that principally benefit moderate and low-income people.