Exhibit D
(Ord. No. 2906)

City of Sumner

Capital Facilities Plan

January 6, 2025

CITY OF SUMNER WASHINGTON

Consultant Team
BERK Consulting
Parametrix
Transpo Group

MAYOR

Kathy Hayden

SUMNER CITY COUNCIL

Barbara Bitetto
Carla Bowman
Pat Clerget
Pat Cole
Andy Elfers
Greg Reinke
Matthew Kenna

CITY STAFF

Jason Wilson, City Administrator
Ryan Windish, Community and Economic Development Director
Ann Siegenthaler, Senior Planner
Derek Barry, Community Services Manager
Michael Kosa, Public Works Director
Andrea Marquez, City Attorney
Kassandra Raymond, Chief Financial Officer
Brad Moericke, Police Chief

Executive Summary

What is the Capital Facilities Plan for the City of Sumner?

This Capital Facilities Plan (CFP) is a supporting document to the Comprehensive Plan.

The CFP identifies what public facilities and services are needed for the planned growth and how to finance them. It evaluates existing infrastructure and levels of service (LOS) for government facilities, water facilities, sanitary sewer, stormwater, parks, public streets, fire facilities, and public school facilities. With a set of capital projects and financial plans to carry them out, a CFP provides a clear path forward for infrastructure expansion. The CFP also ensures that infrastructure improvements are provided at the same time as development ("concurrent") as required by state law.

General Government Facilities

There are known existing deficiencies and capacity issues with the City's general government facilities, such as sufficient police officer staffing and building space. As population growth occurs in Sumner, additional staffing and projects will be needed to meet LOS standards. The City has identified several projects related to government facilities over the next six years, including a new Public Works shop. The City will also be considering options for increasing general government capacity that include expansion of existing facilities, acquiring land and building new facilities, or locating offices within other city facilities such as the planned Operations Facility or new events building at Heritage Park, as well as increasing police staffing.

Water Facilities

The Sumner Water System Plan anticipates growth to 2068 and identifies associated strategies and investments. Growth assumptions for the 2068 high growth scenario in the Water System Plan are higher than planned growth through 2044, and it is possible that the 2044 growth could be accommodated. Growth timing can be addressed through regular monitoring and capital planning, as the Water System Plan is updated every 6-10 years. The 2020 Capital Improvement Plan for water facilities (in the 2020 Water System Plan) has projects related to the distribution system, source improvements, storage, and operations and maintenance to improve the system and accommodate growth.

Sanitary Sewer

The 2020 Sanitary Sewer Plan identifies existing gravity sewer deficiencies, though there are no pump station or force main deficiencies. The 2020 Capital Improvement Program for sanitary sewer shows a number of projects in the 20-year planning period (2018-2038) to

address system deficiencies and accommodate growth including sewer line extension, replacement, and relocation; wastewater treatment upgrades; pump and equipment replacement.

Stormwater Facilities

The 2020 Stormwater Capital Improvement Plan outlines recommended capital improvement projects based on existing deficiencies in the system. These projects are scheduled through 2026 and after 2026. Outlined projects include levee improvements, culvert replacements, and numerous other system improvements.

Parks Facilities

No existing deficiencies for active recreation facilities are identified based on the 2024 Sumner population, however, population and job growth will result in more facilities and system investment needed by 2044 to maintain the current levels of service. Projects identified in the adopted Sumner 2023-24 budget include replacement of Rainier View Park playground, continued funding of improvements to Seibenthaler Park and the proposed Bennet Park property, and projects to replace playground equipment, add shelters, and add picnic areas.

Fire Facilities

Staffing at Station 113 currently meets the minimum recommended firefighters per the 2015 CFP. In 2022, EPFR's urban response was slightly below target levels of service. The increase in the number of calls requiring dispatch means that Station 113 may struggle to meet minimum levels of service in coming years and staffing of fire stations serving the current area should be increased. Additional fire stations may also be required. A voter-approved bond passed in 2018 in the East Pierce Fire and Rescue district. This bond made it possible for EPFR to upgrade or re-construct five fire stations in the district. While none of the voter-approved bonds will go directly to Station 113 renovations, additional capacity, updated facilities, and new stations elsewhere in the district can increase the overall level of service within Sumner due to equipment, staff, and dispatch overlap.

Public School Facilities

Both Bonney-Lake and Dieringer School Districts have schools that are currently enrolled over their student capacity and are expected to need to add capacity to accommodate growth. Both districts have Capital Facilities Plans that include projects to add capacity (high school capacity for Bonney-Lake and elementary school capacity for Dieringer). However, both districts serve students outside of Sumner city limits, which will affect facility planning.

Public Streets & Roads Facilities

Overall, the analysis finds that most of the roadway study intersections operate at level of service (LOS) D or better during the weekday PM peak hour with the projected growth. Some intersections, however, are forecast to degrade below LOS D during the weekday PM hour. The pedestrian LOS analysis shows most of the future pedestrian network meets the standard. There are some key connections to trails south of SR 410 that are missing as well as corridors such as Elm Street and 160th Avenue E that have missing sidewalks. The bike LOS analysis shows that bike connectivity east-west is limited and there is a lack of facilities within the east part of Sumner. The 2024 Transportation Plan contains numerous transportation improvements and projects that will be necessary to maintain the levels of service for vehicle, pedestrian, and cyclist networks as the city grows.

Table of Contents

Tables

Figures

Chapter 1: Introduction

The 1990 State Legislature approved the Growth Management Act (GMA), which directs local government to control and manage growth. The State Legislature recognized that uncoordinated and unplanned growth, together with a lack of common goals, could impact the environment and affect economic development and the high quality of life for Washington citizens.

GMA has significant requirements in the areas of facilities planning and capital improvement financing. GMA is to 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 levels of service below locally established minimum standards.

The requirements for preparing a capital facilities plan under GMA have changed the way comprehensive planning generally has been done. Both the transportation element and the capital facilities element reinforce the requirement that comprehensive plans prepared according to GMA be realistic. The requirements for setting level of service standards, inventories, and forecasts of existing and needed capital facilities, six-year financing plans, and concurrency all require a more complex level of planning than what existed prior to GMA.

The Sumner Capital Facilities Plan (CFP) is a document that provides a list of proposed major capital expenditures throughout the City. It also provides a multi-year look at the strategies and financing requirements for major capital programs. The plan projects needs six years into the future for major construction, infrastructure improvements, and land acquisition, in addition to machinery and equipment purchases. The plan then provides a funding strategy and projected funding scenarios for each succeeding year. A CFP makes good business and planning sense.

The following are some of the benefits of a CFP:

- It provides policy makers with a current and future view of the capital needs
- It provides a mechanism for assessing the financial ramifications of funding or not funding programs
- It provides an opportunity to combine similar projects across departmental lines
- It supports good management that demonstrates the need for facilities and the need for revenues to pay for them
- It provides accessibility to various sources of revenues (i.e. grants, Public Works Trust Fund, impact fees, real estate excise taxes) that require a CFP in order to qualify for the revenue

The City of Sumner is responsible for providing facilities and services that are needed by the residents and businesses of the City for a safe, secure, and efficient environment within which to conduct their affairs. GMA defines public facilities to include: streets, roads, highways, sidewalks, street and road lighting systems, and traffic signals; domestic water systems; storm and sanitary sewer systems; parks and recreational facilities; and schools. It further defines public services to include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

As provided in GMA, capital facilities plans are a required part of the Comprehensive Plan and are to provide capital facilities for land development that is envisioned or authorized by the Land Use element. Capital facilities planning is grounded in local decisions. The City of Sumner defines what constitutes a capital facility, and sets overall levels of service, differential levels of service, contingencies, etc. based on local desires and needs. The capital facilities plan is meant to coordinate and provide consistency among the many plans for capital improvements, various master plans, and other studies. It should ensure the timely provision of adequate facilities as required by GMA.

The CFP is the element that makes the rest of the Comprehensive Plan come to life. By funding projects needed to maintain levels of service and concurrency, the CFP determines the quality of life in the community. The requirement to fully finance the CFP provides a reality check for the vision of the Comprehensive Plan.

Planning for capital facilities is a complex task. First, it requires an understanding of future needs; second, it must assess the various types of capital facilities that could be provided and identify the most effective and efficient array of facilities to support the needed services. Finally, it must address how these facilities will be financed.

Planning what is needed is itself only a beginning. Planning how to pay for these needs is another step. Only so much can and will be afforded. Securing the most effective array of facilities in light of limited resources and competing demands requires coordination of the planned facilities and their implementation. It also requires a thorough understanding of the fiscal capacity of the City to finance these facilities. Financial planning and implementation of capital facilities cannot be effectively carried out on an annual basis, since often the financing requires multi-year commitments of fiscal resources. As such, this plan is long-range in its scope.

Prioritization of the various projects has been done to set the funding package together. Each project proposal is matched against the criteria.

That criterion (in order) is:

- A legal or statutory requirement for carrying out the improvement (a legal mandate)
- An emergency repair
- A continuation of multi-year projects (contractual obligations, etc.)
- Implementation of legislative (Council) goals and objectives
- Ability to leverage outside sources (grants, mitigation, impact fees, low interest loans, etc.)
- An enhancement of or general repair of existing facilities
- An acquisition and development of new facilities

For financial and accounting purposes, municipal operations are divided into two broad categories: general governmental, and enterprise.

1. General governmental activities are primarily tax and user fee supported, while
2. Enterprise activities rely primarily on fees generated from the sale of goods and services for their operations (rate payers).

Capital improvements for police, fire, parks, administration, and transportation are traditionally general governmental in nature, while water, sanitary sewer, storm drain, and cemetery are enterprise.

Capital funding for both general governmental and enterprise categories emanates primarily from operating revenues, with grants, local improvement districts, latecomer, and impact fees frequently contributing substantial sums towards capital construction. General governmental and enterprise operations both use such debt financing strategies as bonding and leasing to help fund improvements like water, sewer, and storm drain rates or raising the connection charges or system development charges. In the general governmental area, however, Washington State law limits the revenue sources that municipalities can use, the tax rates, and the amount of general obligation debt capacity that can be issued to raise funds for capital improvements.

As a result of GMA, through proper legislation of the City Council, impact fees for various areas can be established. They include:

- public streets and roads;
- publicly owned parks, open space, and recreation facilities;
- school facilities; and
- fire protection facilities in jurisdictions that are not part of a fire district

The City of Sumner has adopted a Traffic Impact Fee (TIF) and school, parks, and trails impact fees, and adopted mitigation fees for fire protection.

Chapter 2: Concurrency of Capital Facilities

2.1 Introduction

Concurrency is a requirement that the capital facilities needed to serve new development are available concurrent with the impact of the new development on the community. This can be accomplished in several ways. It is based on maintaining a "level of service" (LOS) for these facilities that is adopted by the community in its comprehensive plan. In specific terms, the "concurrent" capital facilities must be constructed or have strategies in place (such as an impact fee program) at the time the new development is ready for occupancy. Alternatively, it is possible for a city to accept a performance bond to install the concurrent facilities within a six-year period of time after occupancy of the development. Concurrency is a comparison of the infrastructure needed by the new development (example: 4 lane road) to the existing infrastructure in place (example: 2 lane road) and providing for the construction of the new facilities needed (additional 2 lanes of road).

When concurrency is applied to a specific development, one of two outcomes is possible:

Outcome 1

When a new development requires capacity of capital facilities that are already in place, then that development has satisfied the concurrency test. Development and occupancy can then proceed.

Outcome 2

When a new development requires capital facilities that do not exist in order to maintain an adopted level of service, then that development does not satisfy the concurrency test. The new enhanced capital facilities must be strategized for, constructed, or bonded. Costs of the new facilities will be borne by the developer's fair share impact, the City, and possibly other parties participating in the installation of facilities.

2.2 Concurrency – What is it?

Concurrency is synonymous with the provision of adequate public facilities for a particular development project. GMA gives numerous statements of standards to follow:

GMA Planning Goals 12 (RCW 36.70A.020)

". . .public facilities and services. . . 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."

Subdivisions (RCW 58.17.110 (2))

"A proposed subdivision and dedication shall not be approved unless the city, town, or county legislative body makes written findings that: (a) appropriate provisions are made for the public health, safety, and general welfare and for such open spaces, drainageways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools, and school grounds. . ."

Comprehensive Plans - Mandatory Elements (RCW 36.70A.070 (6)(b))

". . . local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of services on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development . . . For the purposes of this subsection, 'concurrent with the development' shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years."

Impact Fees (RCW 82.02.050 (1)(a))

"…It is the intent of the legislature . . . To ensure that adequate facilities are available to serve new growth and development."

Concurrency (WAC 365-196-840 (1)(b))

"…Concurrency describes the situation in which adequate facilities are available when the impacts of development occur, or within a specified time thereafter. Concurrency ensures consistency in land use approval and the development of adequate public facilities as plans are implemented, and it prevents development that is inconsistent with the public facilities necessary to support the development."

2.3 Concurrency Applied

Adopted policies in the Capital Facilities Element of the Comprehensive Plan and in the Transportation Plan address the topic of concurrency. Draft policies in the 2024 update continue to support the concurrency of development and adequate public facilities.

2.4 Absence of Concurrency

If a particular development fails to meet levels of service or other plan performance measures, development standards, impact, or mitigation fee charges, then that development should not be permitted for construction or occupancy. Furthermore, the city may enact a moratorium on new development if the level of service is not being met or will not be met in six years.

2.5 Comprehensive Plan Consistency

The Growth Management Act requires local capital facilities plans to ensure that their comprehensive plans' land use, transportation, and capital facilities elements are coordinated and consistent.

As the City's Land Use and Transportation Plans are set forth, capital facility system improvements needed to support growth can be adequately financed by the City through the Capital Facilities Plan (CFP). If, in the future, capital facilities (system improvements) needed to obtain concurrency for development are not funded by the CFP due to omission or lack of funds, one or more of five strategies must be employed to obtain consistency of plans and concurrency of necessary infrastructure:

Strategy 1: Unfunded infrastructure projects can be voluntarily fully-funded by a project developer. The provision to use fair-share payback arrangements such as latecomers' agreements would be available. Also, the LID process would be an alternative funding source.

Strategy 2: The City increases tax revenues, grants, and/or issue bonds to increase CFP funding and thereby construct needed infrastructure.

Strategy 3: The City amends the CFP to re-prioritize projects and thereby fund infrastructure projects needed to obtain concurrency.

Strategy 4: The City reassesses its Land Use Plan and zoning to lower land use densities and thereby decrease the demand for construction of new infrastructure.

Strategy 5: The City lowers its level of service standards for transportation and identifies minimum standards for other infrastructure through respective plan documents.

Strategy 6: The City Council may consider adopting a moratorium on development if concurrency cannot be met by the other strategies. Capital Facilities Defined

GMA requires a jurisdiction's capital facilities plan to discuss what existing capital facilities are owned and identify their locations and capacities. For the purposes of this CFP, a capital facility means a structure, improvement, piece of equipment, or other major asset that has a useful life of at least 10 years, costs at least $50,000, and has a specified level of service defined by the Comprehensive Plan.

These capital facilities are provided for public purposes and services and are limited to: potable water, sanitary sewer; stormwater, parks and open space, police, fire, public schools, streets and sidewalks, and general government facilities. Table 2-1 illustrates what types of structures, improvements, equipment, and other major assets may be considered "capital facilities."

Table 2-1: Capital Facilities

Facility	Improvements, equipment, etc.
Potable Water System	New well/Springs Water tanks Treatment facilities/buildings Transmission/distribution pipeline system
Sanitary Sewer	Wastewater Treatment Facility Pump stations & standby generators Sewer collection and conveyance system
Stormwater	Regional detention/Treatment facilities Subdivision detention/treatment facilities (public) Pipeline/open channel conveyance systems
Parks and Open Space	Purchase of park property Construction of park facilities Construction of trail facilities
Police	Expansion of City Hall and/or construction of a police precinct facility
Fire	Expansion of fire station Construction of new fire station Purchase of apparatus over $50,000 in cost
Public Schools	New school/administration buildings Expansion of schools
Streets and Sidewalks	Arterial street improvements Collector, residential & neighborhood streets Intersection improvements including traffic signals Sidewalks Traffic calming and street amenities and roundabouts
General Government	Expansion of City Hall, senior center, or library
Public Works Shops	Expansion of Public Works shops buildings or site Purchase of major piece of equipment over $50,000 in cost (backhoe, etc.)

Chapter 3: Existing Facilities

3.1 Introduction

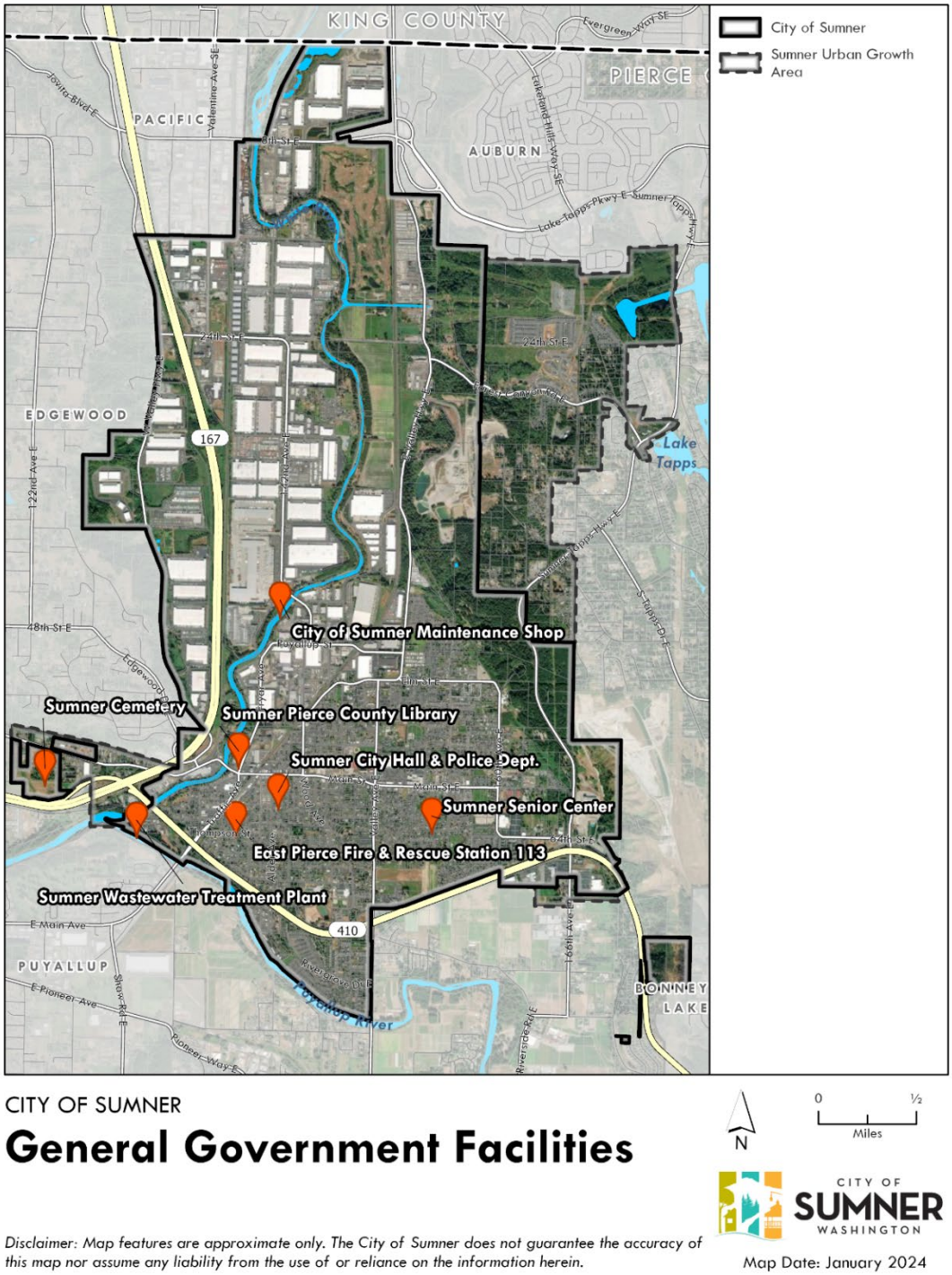
This chapter contains a summary of capacities and locations for existing capital facilities owned by the City of Sumner, East Pierce Fire & Rescue (EPFR), and the school districts.

3.2 General Government Facilities

General Government Buildings

General government facilities are mainly housed in City Hall at 1104 Maple Street (Figure 3-1). City Hall houses offices for the Administration, Finance, Community Development, Development Services, City Attorney, Human Resources, and Public Works Departments. The City Hall building area housing these services is 14,577 square feet (this does not include the Police Department that is also in the same building; see Police Facilities below).

Figure 3-1: General Government Facilities



Source: City of Sumner 2023; Parametrix 2023.

The current facilities square footage is outlined in Table 3-1 below:

Table 3-1: City Government Buildings

Facility	Building Area (s.f.)
General Government	14,577
Police	7,654
Public Works Shops	17,136
Cemetery Buildings	11,585
Senior Center	6,015
Sumner Library Building	10,802

Police Facilities

The Sumner Police Department (SPD) provides law enforcement services within city limits. SPD headquarters are located at Sumner City Hall in a building area of 7,654 square feet. The SPD currently employs 21 commissioned officers, 4 non-commissioned employees, and 1 special commissioned officer. In 2021, SPD responded to 15,800 calls for police service[1] and 14,530 calls in 2023 (slightly fewer due to reduced number of officers, who initiate many of the calls). Officers circulate throughout the City on patrol and respond to calls from a dispatch center in Tacoma through South Sound 911. The police facility in City Hall currently houses the communications center, holding cells, conference room, locker facilities, and sundry offices. Jail facilities are provided through an inter-local agreement with the City of Puyallup. Sumner's court services operate through Bonney Lake Municipal Court with Sumner judge presiding.

The animal control shelter is located at 1200 39th Ave S.E. in Puyallup in a building area of 3,080 sf. The shelter contains a combination of 16 kennels for dogs and 46 for cats and small animals. These include kennels for housing adoptable pets, stray dogs, and quarantine facilities. In day-to-day operations, these kennels may be used for different needs depending on demand. The shelter is provided by the City of Puyallup but operated by the City of Sumner. The facility provides animal sheltering and enforcement for seven agencies in the area.

[1] City of Sumner 2023-2024 Biennial Budget, 2023. Retrieved from https://sumnerwa.gov/wp content/uploads/2023/04/2023-2024-City-of-Sumner-Biennial-Budget-shrunken.pdf.

Public Works Shop Facilities

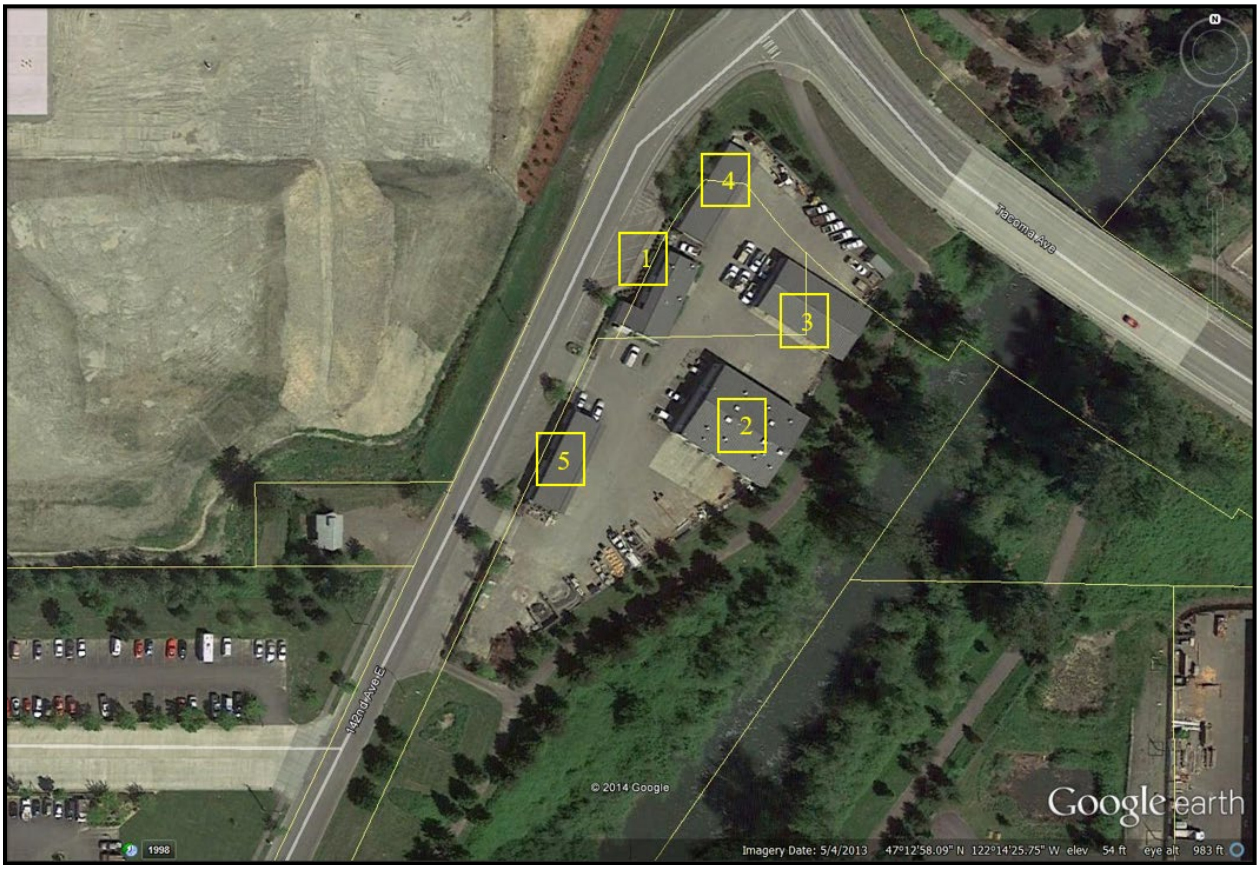
The existing Public Works shops are located at 4711 142nd Ave E (see Figure 3-2) on approximately 8.35 acres. The shops were constructed in 2000. This facility is made up of five buildings totaling 17,136 square feet (see summary in Table 3-2). A new Public Works Operations Facility located on 29th Street East is planned to begin construction in 2024. The facility will have approximately 88,000 s.f. of building space on a 7.6-acre site.

Table 3-2: Current Public Works Shop Buildings

Building No.	Description	Size (s.f.)
1	Offices, meeting rooms, restroom, lockers	2,520
2	Vehicle wash, repair, storage, sign shop, welding/fab shop.	5,880
3	Vehicle storage	4,032
4	Vehicle storage	2,352
5	Material storage (pipe, etc.)	2,352
Total		**17,136**

Source: City of Sumner Community Development Department, 2023

Figure 3-2: Public Works Shop Facilities - Current



Source: City of Sumner, 2015; Google Earth, 2015.

3.3 Water Facilities

A schematic of the Sumner Water System is in the *City of Sumner General Water Plan Update, August 2020,* and shows the size and location of pipes. The reader is directed to this large format map for a complete inventory of the system.

Water Facilities Service Area

The Sumner water utility service area is situated in the Puyallup/White River basin and is adjoined by the water services areas of the City of Bonney Lake, Mountain View-Edgewood, the City of Puyallup, Valley Water District, the City of Auburn, Tacoma Water, and the City of Pacific. The Sumner water system has interties with both the Pacific and Puyallup water systems. These interties are for use during emergencies only and do not provide additional water for daily demands. The future Sumner water service area, which is shown in Figure 3-3, is consistent with the *Pierce County Coordinated Water System Plan* and is located entirely within the Urban Growth Area (UGA) boundary established by Pierce County.

Table 3-3: Sumner Potable Water Source Capacities

DOH ID	Source Name	Source Type	Source Capacity (mgd)	Water Right (mgd)
SO 1	Sumner Springs	Free-flowing spring	1.15[1]	4.04
SO 2	Weber Springs	Free-flowing spring	Flow and water rights are combined with Sumner Springs and County Springs	Flow and water rights are combined with Sumner Springs and County Springs
SO 3	Elhi Springs	Free-flowing spring	0.13[2]	0.52
SO 4	County Springs	Free-flowing spring	0.79[1]	1.15
SO 5[4]	West Well	Artesian Well	0.36[3]	0.36
SO 6	South Well	Artesian Well	1.013	1.445
SO 7	Dieringer Well	Artesian Well	0.363	.14
SO-CW	Central Well	Artesian Well	1.51[3]	0.43/1.51[6]

Source: City of Sumner General Water Plan Update, 2020

1. Source capacity based on historic station meter readings.
2. Source capacity based on City records; Elhi Springs is typically not being utilized.
3. Source capacity based on well pump capacity.
4. The West Well is currently utilized primarily for irrigation.
5. Source pumping capacity is less than the City's Water Rights.
6. The City obtained a Temporary Water Right to use the Central Well as an additional point of withdrawal for the South and West Well water rights. Combined instantaneous withdrawal from the Central, South, and West Wells is not to exceed 1.8 mgd.

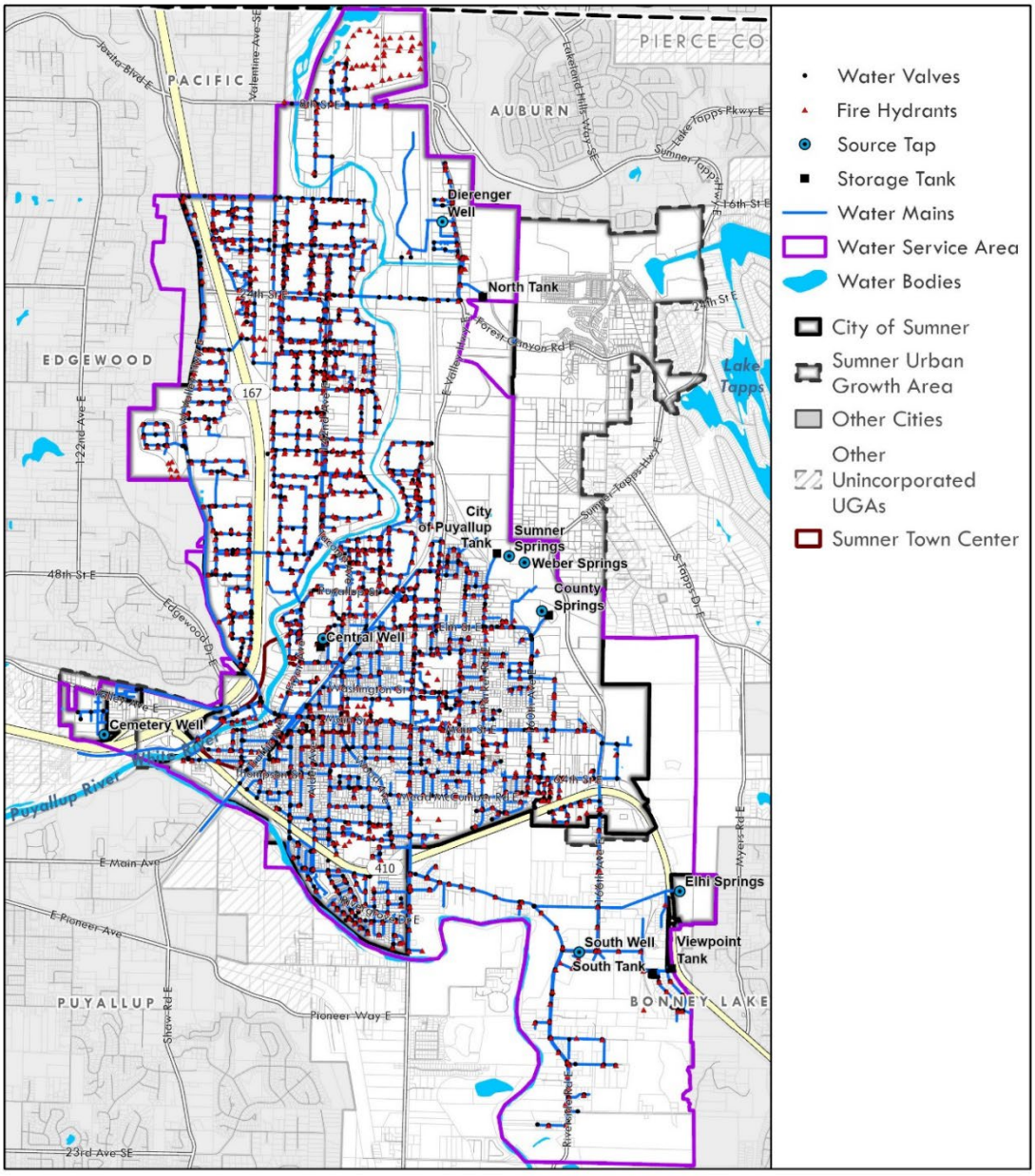
Water System Source

Sumner currently uses eight potable water sources, including four springs (County Springs, Sumner Springs, Weber Springs, and Elhi Springs) and four wells (South Well, Dieringer Well, West Well, and Central Well). The Sumner potable water sources' physical capacity inventory is in Table 3-3. These water sources are also served by chlorination facilities.

Water System Storage

The City has five (5) storage tanks, all but one being gravity-fed, with a total storage capacity of 5.398 million gallons; a summary of storage information is provided in Table 3-4. The tanks are in good condition, and in 1998 a 2.0 million gallon concrete post-tensioned cable wrap North Tank was constructed on the east hill to provide adequate fire flows to the North Sumner Industrial area. The 1.0 million-gallon welded steel Sumner Springs Tank was refurbished and repainted (inside and out) in 2023. The 2.0 million-gallon welded steel South Tank was repainted in 2005 and is scheduled to be repainted in 2024 or 2025. The Sumner Viewpoint tank was constructed in 2006 to serve a 120-lot subdivision

Figure 3-3: Water Service Area Map



CITY OF SUMNER

Water Utility & Infrastructure Area

Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.

N

0 ½ Miles

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Map Date: November 2023

Source: City of Sumner Water System Plan, 2020

Table 3-4: Water System Storage Information

Name	Functions	Total Volume	Working Volume[1]	Dimensions (Diameter)	Height (feet)	Overflow Elevation (feet)	Floor Elevations (feet)	Condition
Sumner Springs Tank Built in 1956 (steel) Repainted in 2002	Storage, Chlorine Contact	1.0 MG	1.0 MG	81 ft.	26.0	234.0	208.0	Good
County Springs Tank Built in 1986 Cast-in-place concrete	Primarily Chlorine Contact	68,000 gal	66,000 gal	20 ft.	28.0	234.0	207.0	Good
South Tank Built in 1973 (steel) To be repainted in 2005	Storage	2.0 MG	2.0 MG	104 ft.	32.0	234.0	202.0	Good
North Tank Built in 1998 Concrete post-tensioned	Storage	2.0 MG	2.0 MG	120 ft.	24.23	234.23	210.0	Good
Sumner Viewpoint Built in 2006	Storage, high pressure zone	330,000 gal	194,000 gal	26 ft.	85.00	392.00	310.0	Good

Source: General Water Plan Update, 2020

[1] To overflow elevation.

Water Distribution System

The distribution system piping ranges in size from a 2- to 18-inch diameter. The 90 miles of pipe also vary in age and material; most of the pipe installed before 1960 is cast iron with packed joints or small diameter steel pipe, while the pipe installed between 1960 and the mid-1980s is mostly asbestos cement pipe with O-ring rubber gasket couplers. All new water mains installed since the mid-1980s are Class 52 ductile iron pipe. All three pipe materials have a long design life. The system has a sufficient number of in-line valves to isolate small sections, in an effort to reduce the number of services out of water during repair events. Detailed maps of the distribution network are maintained and updated by the City. These water system maps show pipe diameters, pipe material, locations of hydrants, valves, and abandoned pipes, and give the year of installation for most pipes. Figure 3-3 is derived from these maps and shows the distribution network and other water system features as they currently exist. The approximate length and percentage of each pipe size in the distribution network is listed in Table 3-5.

Table 3-5: Water System Distribution Network Inventory (August 2017)

Pipe Sizes (Inches)	Length (Feet)	Percentage of Total System
2	6,706	1.4
3	2,739	0.6
4	6,198	1.3
6	104,199	22.0
8	165,270	34.8
10	6,889	1.5
12	160,116	33.7
14	11,338	2.4
16	6,246	1.3
18	4,903	1.0
Total:	**474,603**	**100.0**

Source: General Water Plan Update, 2020

3.4 Sanitary Sewer

The information in this section is based on the City of Sumner Sanitary Sewer Comprehensive Plan (City Sanitary Sewer Plan), adopted in August 2020 (BHC 2020), and the Wastewater Treatment Facility Capacity Increase Analysis completed in October 2009 (Gray & Osborne, Inc. 2009). The City Sanitary Sewer Plan analyzes the City's collection system, identifies any system deficiencies for existing and future flow conditions, and provides recommended

improvements and cost estimates. In preparing the plan, the City's wastewater collection system was analyzed for existing and future capacity.

Sanitary Sewer Service Area

The City of Sumner has operated a sanitary sewer system since 1927 and a wastewater treatment facility since 1957. The City's sanitary sewer service area includes the Sumner city limits, as well as portions of the Sumner UGA. As of 2020, the service area contains 7.4 miles of force mains, 52.4 miles of gravity sewer mains, and 16 pump stations (Table 3-6) for different drainage basins throughout the area. The service area is divided into basins to analyze capacity needs. The boundaries of the service area and its constituent basins are shown in Figure 3-4, along with the existing collection system for sanitary sewers.

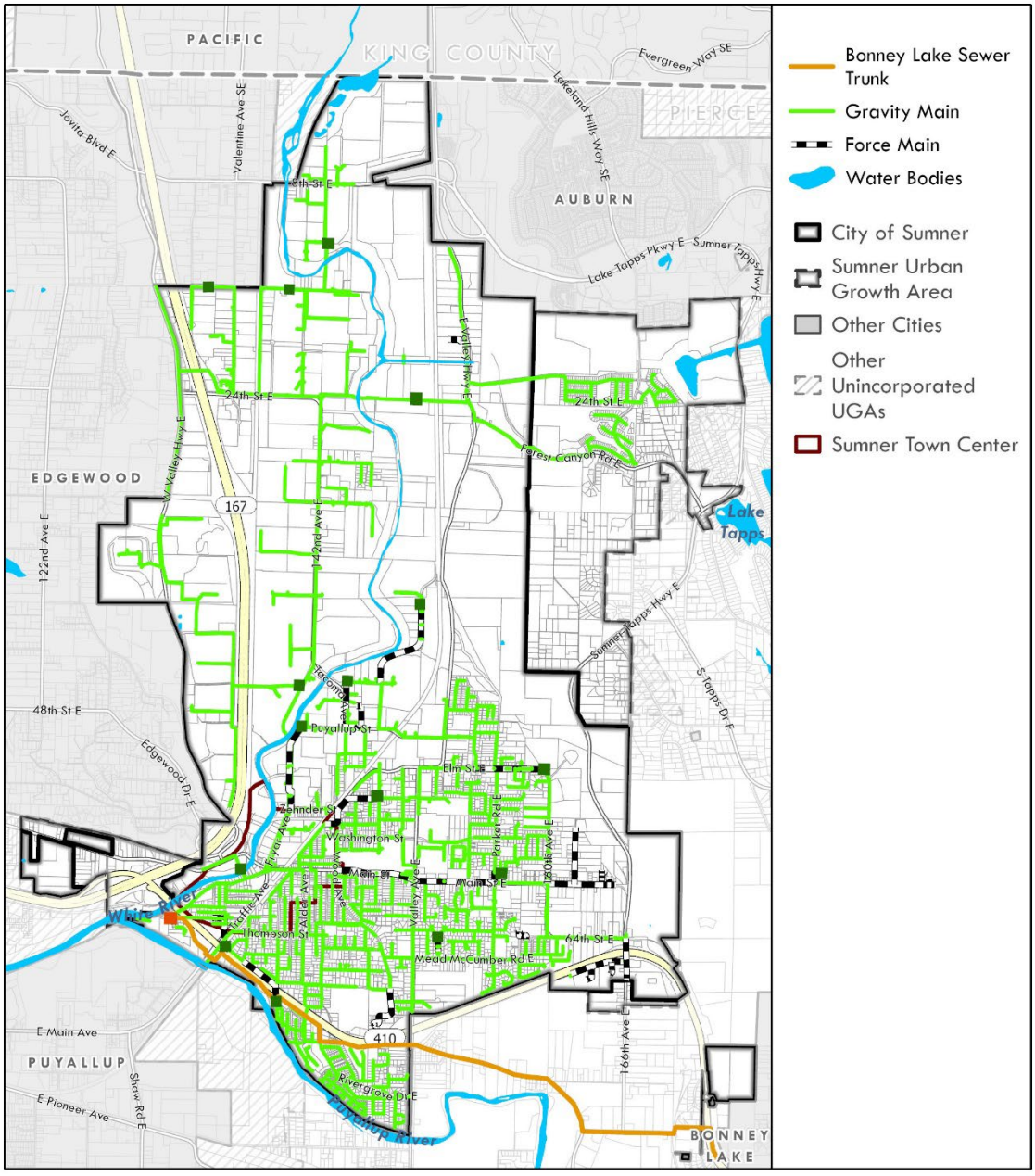
Table 3-6: Pump Station Characteristics

Pump Station	Station Name	Year Constructed	Last Year Rebuilt	Type	Station Design Capacity (Gallons per Minute)
PS-1	Tacoma	1982	2009	Submersible / Recessed Impeller	400
PS-2	North	1957	1987	Dry/wet well	500
PS-3	Van tassel	1977	2007	Submersible	250
PS-4	Jansen	1979	2006	Submersible / Recessed Impeller	130
PS-5	Parker	1963	2017	Submersible	1,330
PS-6	16th Street	1967	2017	Submersible	700
PS-7	Cherry	1966	2017	Submersible	1,180
PS-8	South	1966	2017	Submersible	775
PS-9	160th Street	1996		Submersible	130
PS-10	142nd Street	1998	2018	Submersible	1,500
PS-11	16th Ave 1	1998		Submersible	100
PS-12	16th Ave 2	1998		Submersible	100
PS-13	Cannery	2006		Submersible	213
PS-14	Forest Canyon	2007		Submersible	600
PS-15	North	2010		Submersible	500

Pump Station	Station Name	Year Constructed	Last Year Rebuilt	Type	Station Design Capacity (Gallons per Minute)
PS-16	Mastro	2012		Submersible / Recessed Impeller	200

Source: Sanitary Sewer Comprehensive Plan, 2020

Figure 3-4: Sanitary Sewers Facilities Map



Source: City of Sumner, 2023; Parametrix, 2023.

Wastewater Treatment Facility (WWTF)

The Wastewater Treatment Facility (WWTF) is located at 13114 63rd Street East, at the confluence of the Puyallup and White (Stuck) rivers (Figure 3-5). The WWTF provides sanitary sewer treatment to all of the current plan area as well as the City of Bonney Lake. The City maintains an agreement with the City of Bonney Lake which allows Bonney Lake to use up to approximately 54% of the plant's capacity, while the remaining approximately 46% of the plant's capacity is reserved for flows from the Sumner service area.

The WWTF is a secondary treatment facility and discharges treated effluent to the White (Stuck) River. The last major upgrade to the WWTF was completed in 2016. Capacity measurements for treatment plants include wastewater flow (measured in gallons per day) and organic influent loadings (or solids). The most common measurements of organic loadings are 5-day biochemical oxygen demand (BOD_5) and total suspended solids (TSS). According to the 2020 General Sewer Plan, the WWTF treats an average wet weather wastewater flow of 1.67 MGD.

The resulting treatment capacity of the WWTF upgrade is as follows:

- Maximum Month (Design Flow): 6.10 MGD
- Peak Day Flow: 11.66 MGD
- Peak Hour Flow: 19.87 MGD
- Influent BOD_5: 10,900 lbs/day
- Influent TSS: 12,660 lbs/day

As City of Bonney Lake anticipates more rapid growth of its sewer area than Sumner in the future, another WWTF expansion may be necessary and would likely be funded heavily by the City of Bonney Lake. A WWTF Feasibility Study was completed in 2016, concluding that a maximum month WWTF capacity of 9.2 MGD was achievable at the existing treatment facility site.

Figure 3-5: Wastewater Treatment Facility – 13114 63rd Street East

Source: Google Earth, 2023.

3.5 Stormwater Facilities

The information in this section is based on the *City of Sumner 2011 Stormwater Comprehensive Plan Update* (City of Sumner 2011), which is an update to the *City of Sumner Stormwater Comprehensive Plan* adopted in 1992 and is incorporated in this study by reference. This section deals with the capacity issues associated with the physical stormwater collection and discharge system. Additionally, the City completed a *2020 Stormwater Capital Improvement Plan* to update the planned project list

The Sumner Valley has historically been drained to lower the natural water table, control flooding, and create land that was more conducive for agriculture. As more intensive commercial/industrial and residential development has occurred, expansion of the stormwater system has been necessary to collect and convey stormwater to the rivers and to prevent flooding.

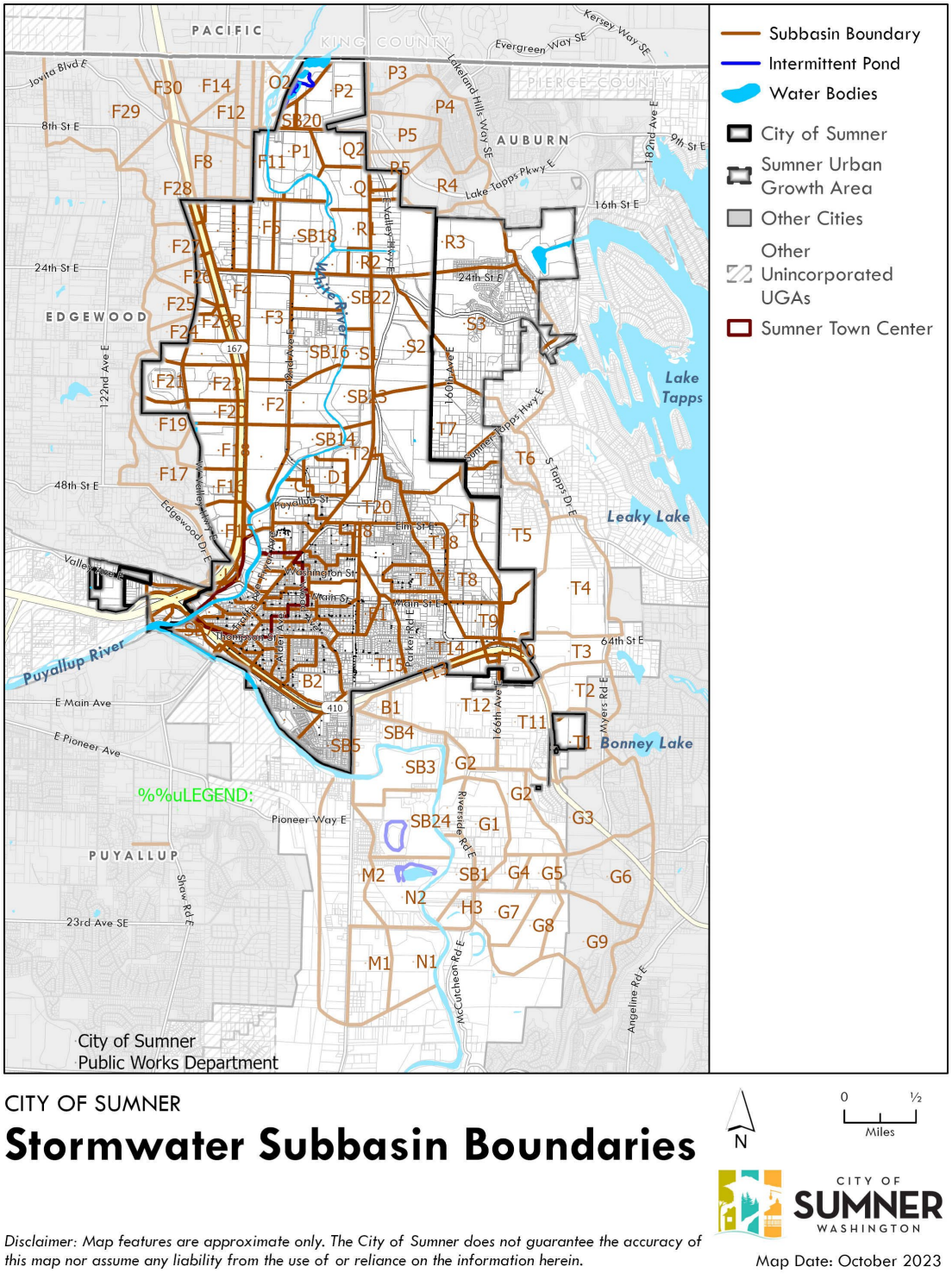
The Sumner Stormwater Comprehensive Plan was completed in 2011 and projects capacity infrastructure needs within the City's stormwater system based on changes in state and federal water quality regulations, stormwater retention and detention standards, and other parameters that have an effect on the overall system. The Stormwater Comprehensive Plan contains projects which try to offset the impact to surface waters that land uses have, and establishes a System Development Charge and monthly stormwater fee to fund construction and operation of the system. Sufficient revenue is needed to construct the new projects and to maintain the existing and new infrastructure.

The Washington State Department of Ecology (Ecology) issues an NPDES Phase II Stormwater Permit every 5 years with the current permit set to expire in 2024. The 2020 Stormwater Management Program is developed and implemented as part of the NPDES Permit and consists of 8 actions/activities, participation in a monitoring program, and additional work to remove Salmon Creek from Ecology's 303d impaired waters list by reducing fecal coliform levels.

Stormwater Facilities Inventory

The 1992 Stormwater Comprehensive Plan identified 44 drainage basins that generate and affect stormwater flows within the city limits. These basins were further divided into 115 sub basins. See Figure 3-6. The majority of these basins were modeled in 1992 for the 25-year, 24-hour event and the 100-year, 24-hour event using Type 1A precipitation distribution.

Figure 3-6: Stormwater Subbasins



Source: City of Sumner, 2023; Parametrix, 2023.

Hydraulic modeling was completed for the stormwater infrastructure to determine system deficiencies and identify potential capital improvement projects. The results of the modeling are contained in the 1992 Stormwater Comprehensive Plan.

The 2004 Stormwater Comprehensive Plan update included remodeling up to four of the sub-basins because of a significant change of land use designation (i.e., allowable development density) between 1992 and present. When remodeling was done based on the 2004 land use map and allowable land use densities, it was determined there was no significant increase in allowable density for developable areas located within the city limits over what was modeled in 1992.

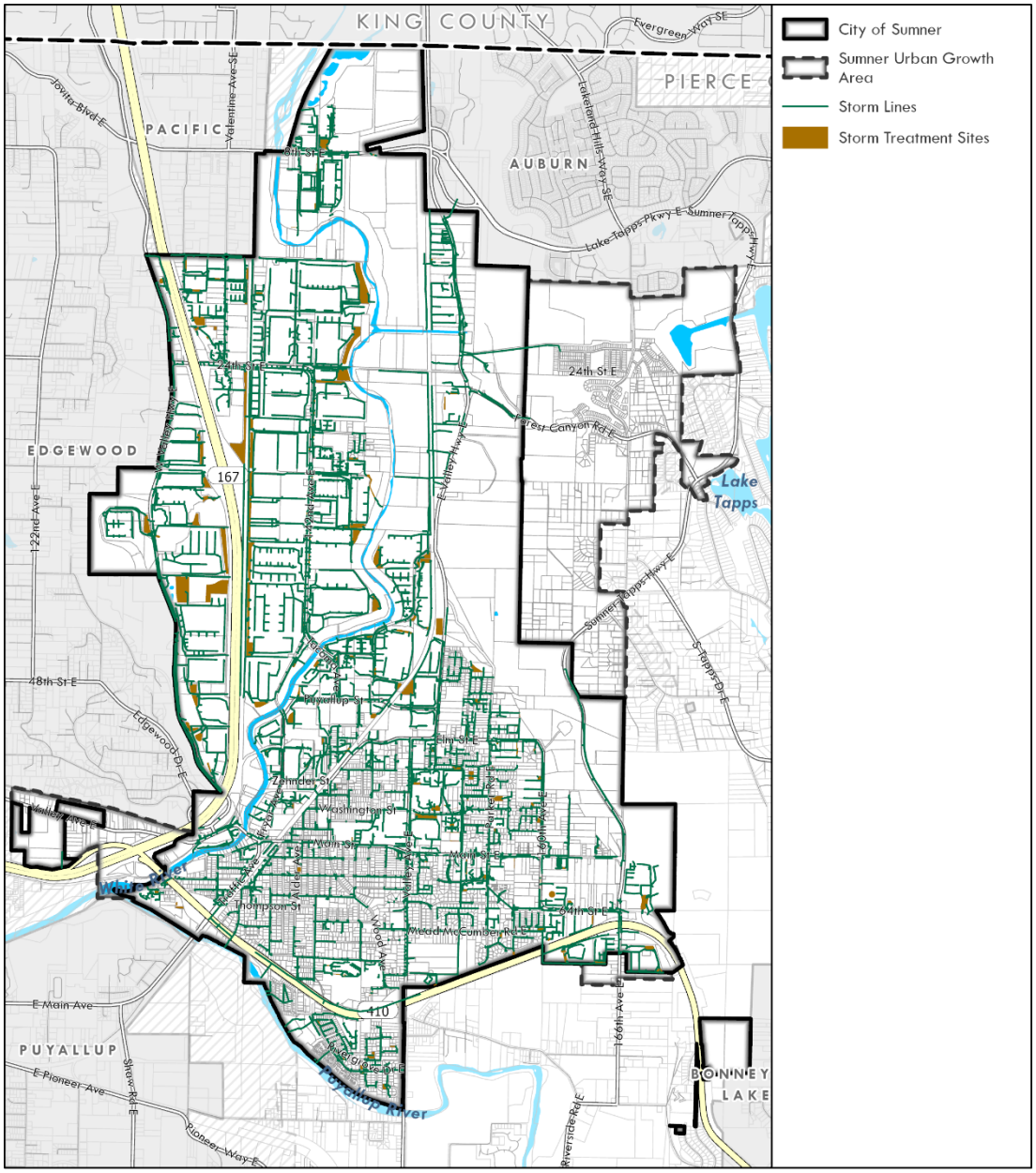
The 2004 Stormwater Comprehensive Plan identified stormwater capital improvement projects from the 1992 Stormwater Comprehensive Plan that had been completed, which projects were no longer needed, that needed to be carried forward, and additional projects that were needed. A Stormwater Comprehensive Plan Update was completed in 2011.

Low Impact Development

The 2013 NPDES permit required the City to update development regulations, code, and long range plans to make low-impact development the preferred and commonly-used approach to site development. This can range from capital projects identified in the 2020 Stormwater Capital Improvement Plan that infiltrate water at a level to mimic predeveloped condition or to changes that allow for denser development, reducing the overall impervious surface of a site. The permit requires annual evaluation of tactics to further increase the implementation of Low Impact Development. These annual evaluations typically involve review of City code and City Development Specifications and Standard Details.

The inventory of storm sewer facilities in the City of Sumner is shown in Figure 3-7.

Figure 3-7: Stormwater Drainage Facilities Map



Source: City of Sumner 2023; BERK 2023.

Flood Protection

Most stormwater Capital Improvement Projects involve reduction of flooding related to storm events. Localized street flooding is an issue, but the City also faces a significant riverine flooding threat from the White River during storm events and subsequent releases from Mud Mountain Dam. In the 2011 Capital Improvement Plan, projects to combat riverine flooding were identified along the White River. Additionally, adoption of new FEMA maps has led to an increased identified need for floodplain restoration to protect threatened populated areas. This resulted in the expansion of levee and floodplain protection projects in a suite of projects identified as the White River Restoration project. These projects reserve 200+ acres of land along the White River which will be used to increase flood conveyance and prevent flooding of the manufacturing industrial center.

3.6 Parks Facilities

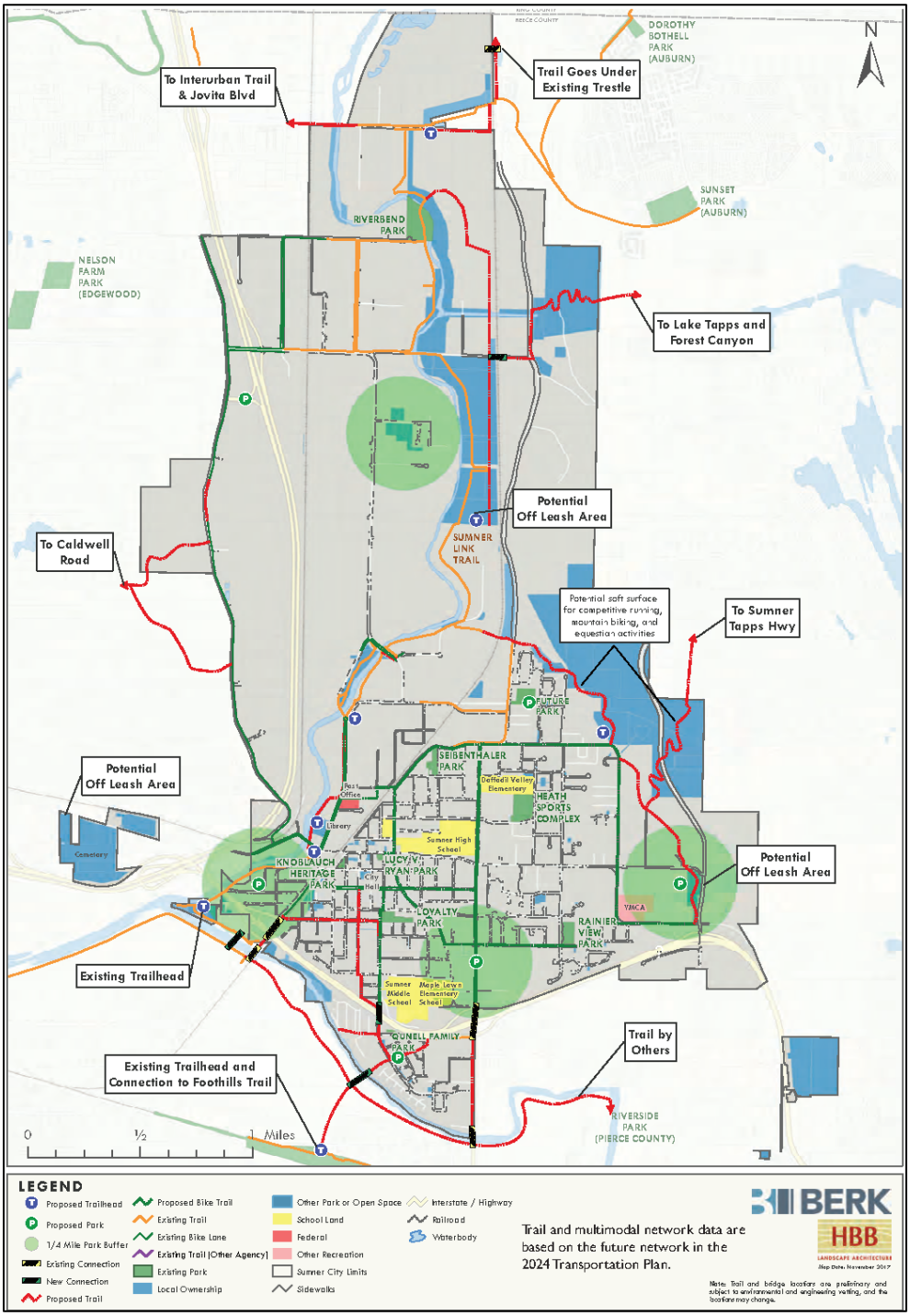
The City offers a variety of parks with amenities ranging from picnic areas to tennis courts and regulation softball fields. The schools in Sumner also provide a substantial number of fields and facilities for the community, including soccer fields. An inventory of park facilities and acreage is shown in Table 3-7 and mapped in Figure 3-8 (per the 2024 *Parks and Trails Plan*).

Table 3-7: Summary of City Park Spaces

Park Areas and Facilities	Acres
Developed Local Parks	***9.8***
Rainier View Park	3.9
Loyalty Park	3.3
Seibenthaler Park	2.3
Undeveloped Local Parks	***4.5***
Bennett Property	4.2
Qunell Family Park	0.3
Special Facilities	***1.1***
Reuben A. Knoblauch Heritage Park	0.8
Lucy V. Ryan Park*	0.4
Regional Parks	***7.0***
Bill Heath Sports Complex	7.0
Linear Parks Along Sumner Link Trail	***16.7***
Total City Parks Acreage	**38.8**
Open Space Areas	***33.5***
Trails	***5.5 miles***
Sumner Link Trail	5.5 miles

Source: City of Sumner Parks and Trails Plan, 2024
Notes: *The Ryan House is expected to be demolished, with the site remaining as a park.

Figure 3-8: Parks and Open Space Map



Source: Sumner Parks and Trails Plan, 2024.

The Parks and Open Space Element of the Comprehensive Plan sets forth policies relating to concurrency, requiring that new development that impacts the park system pay its fair share of the cost of providing new park facilities.

3.7 Fire Facilities

Inventory

In 2008, the City of Sumner and Pierce County Fire District 1 joined East Pierce Fire and Rescue District (EPFR). EPFR serves a population of more than 88,200 living in and around Bonney Lake, Sumner, Lake Tapps, the Ridge Communities, South Prairie, Edgewood, Milton, and Wilkeson. The district covers approximately 151 square miles and protects residents from eleven stations – five staffed stations and six volunteer stations. This includes 1 Fire Chief, 1 Deputy Chief, 4 Assistant Chiefs, 4 Battalion Chiefs, 9 administrative support staff, 34 career firefighter-EMTs, 49 career Firefighter-Paramedics, 44 volunteer firefighters, and 7 EMS-only volunteers. All full-time firefighters are cross trained as either emergency medical technicians (EMTs) or paramedics and can respond to both medical emergencies and fires. An independently elected board of citizens, called Fire Commissioners, governs the agency.

Three EPFR stations are located within and near the current plan area. Station 113 (Sumner Station) is located at 800 Harrison Street in Downtown Sumner (see Figure 3-9). This facility is approximately 8,200 square feet and includes sleeping quarters, a large drive-through apparatus bay, dayroom, conference room, and fitness space. The station is staffed by a minimum of 5 career personnel. Equipment available at Station 113 includes:

- 2 medic units
- 1 ladder truck
- 1 rescue vehicle
- 1 rescue trailer

Station 114 (West Tapps Station) is located within the East Hill UGA of the current plan area. The station is located at 3206 West Tapps Drive. Station 114 is approximately 3,616 square feet in size and is staffed by a minimum of 2 career fire personnel. Equipment available at Station 114 includes:

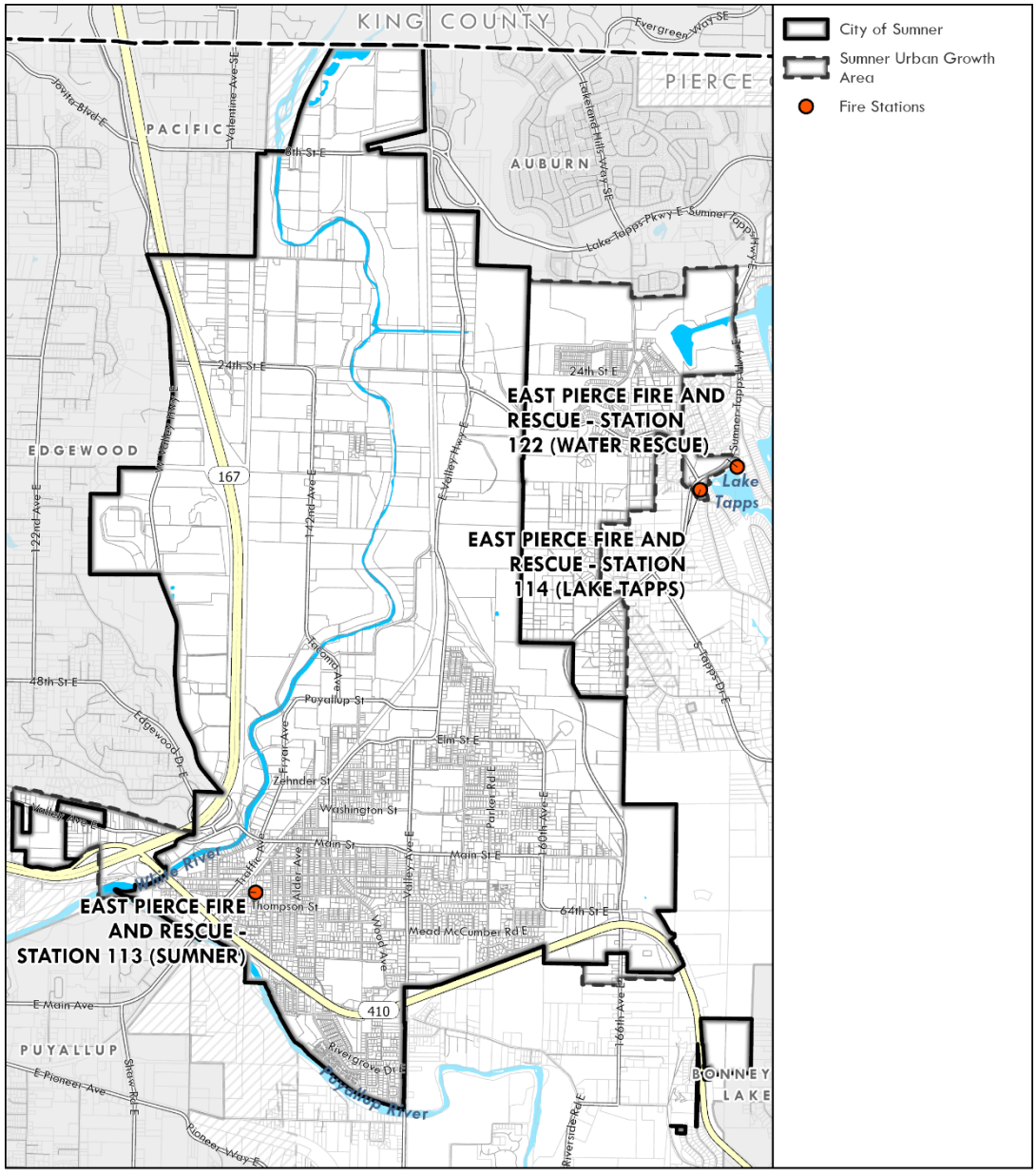
- 1 fire engine
- 1 medic unit

Station 122 (Boat House) is located at 2905 Sumner-Tapps Hwy. E. within the East Hill UGA and is used to store the following:

- 1 pontoon rescue boat.

(Source: EPFR Capital Facilities Plan)

Figure 3-9: Fire Facilities



CITY OF SUMNER

Fire Stations

N

0 ½ Miles

CITY OF SUMNER WASHINGTON

Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.

Map Date: January 2024

Source: Pierce County, 2023; City of Sumner, 2023; BERK, 2024.

3.8 Public School Facilities

Public schools are operated by local school districts and governed by State and federal laws and regulations. State funds provide a large part of school financing. School districts raise additional funds from local property taxes. State laws set standards for service levels and facility development, such as the site size and enrollment. They also specify funding methods. These laws perform much of the role of a functional plan for schools. For school districts to be eligible for development impact fees, the State GMA requires school capital facilities plans to be adopted and incorporated into city capital facilities plans.

The City of Sumner is served by the Sumner-Bonney Lake and Dieringer School Districts, which also serve surrounding cities and unincorporated areas.

According to the Washington State Office of the Superintendent of Public Instruction (OSPI), the Sumner-Bonney Lake School District had a districtwide enrollment of 10,622 students for the 2022-23 school year, with the four Sumner schools accounting for 3,651 students. Enrollment and capacity figures are shown in Table 4-9. Sumner Middle School is the only school under its enrollment capacity[2]. The following schools serve the City of Sumner:

- Sumner High School
- Sumner Middle School
- Daffodil Valley Elementary
- Maple Lawn Elementary
- Elhi High School
- Early Learning Center

Sumner-Bonney Lake School District

The Sumner-Bonney Lake School District 2021-2027 Capital Facilities Plan was adopted in 2021. The Sumner-Bonney Lake School District operates within Sumner city limits and also encompasses the cities of Bonney Lake, portions of Edgewood, Pacific, and unincorporated Pierce County. The district consists of 16 schools total, 5 of which are in Sumner (see Figure 3-10); a performing arts center, community swimming pool, a public gymnasium, and a recreation department. The Sumner-Bonney Lake School District serves over 9,500 students. Table 2-9 shows existing schools in Sumner, in addition to locations, capacities of each, and support facilities serving the entire district.

[2] OSPI Report Card, 2023. Retrieved from https://washingtonstatereportcard.ospi.k12.wa.us/ReportCard/ViewSchoolOrDistrict/100259

Table 2-9: Inventory of Existing School Facilities

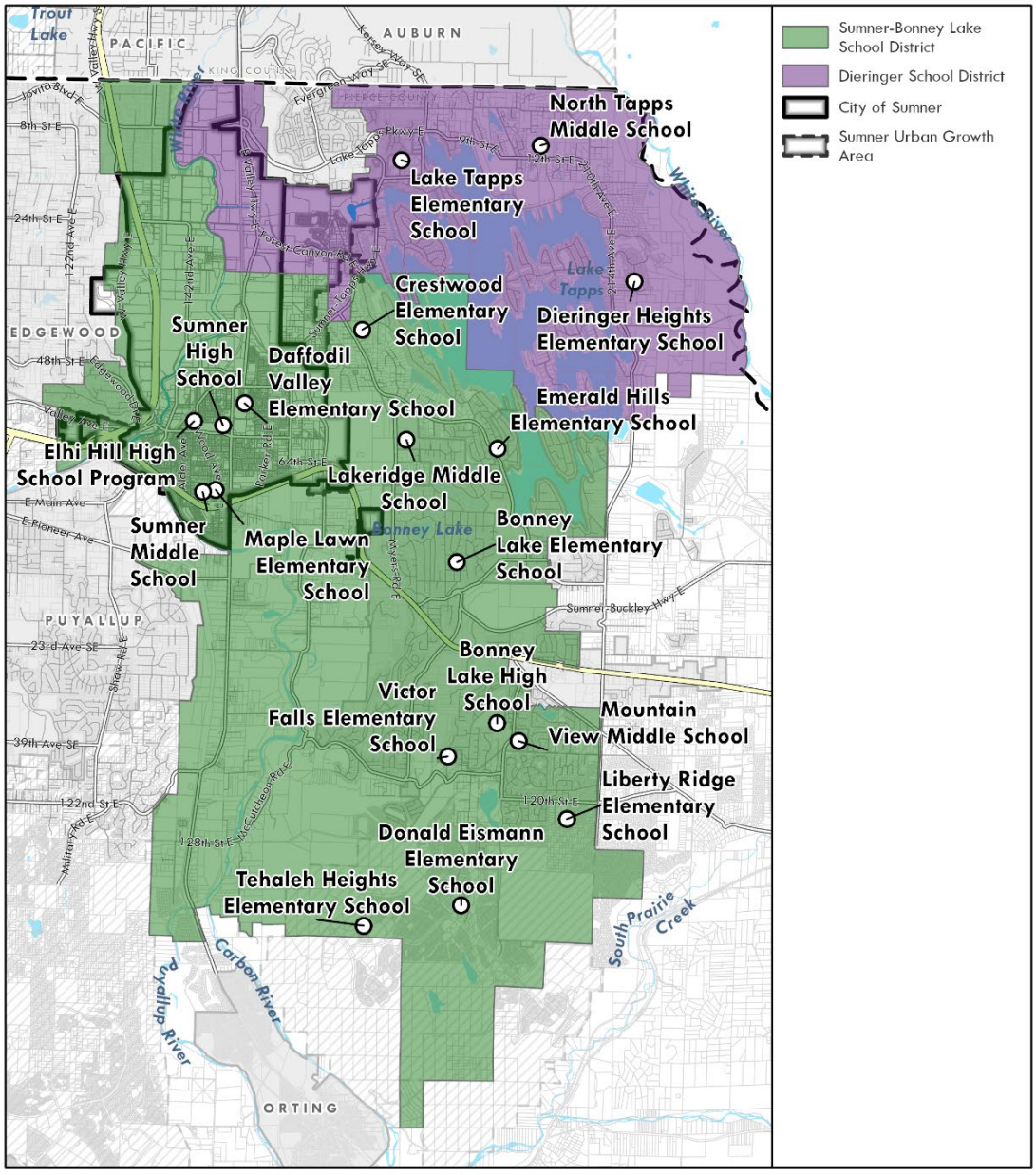
Name	Net Capacity (Number of Students)	Acres	Location
Schools			
Daffodil Valley Elementary	481	12.7	1509 Valley Avenue
Maple Lawn Elementary	454	8.5	230 Wood Avenue
Sumner Middle School	722	23.0	1508 Willow Street
Early Learning Center	168^	-^	1508 Willow Street
Sumner High School	1,260	26.8	1707 Main Street
Elhi Hill Program*	NA	0.10	802 Alder Ave
Total	**3,085**	**71.13**	
Support Facilities			
Central Office (Administration)			1202 Wood Avenue
District Athletics Office			1707 Main Street
Sunset Stadium			1707 Main Street
Robert Miller Gym			1509 Valley Avenue

Source: Sumner-Bonney Lake School District Capital Facilities Plan 2021-2027
* Elhi Hill is a program offered to high school students who need services beyond the traditional school day.
^Includes kindergarten capacity only (not pre-K). The Early Learning Center is located within Sumner Middle School.

Dieringer School District

The Dieringer School District includes three schools: Lake Tapps Elementary School, Dieringer Heights Elementary School, and North Tapps Middle School, all of which are located outside of Sumner. The majority of Dieringer School District is located in unincorporated Pierce County, bounded by the eastern arm of the White River, on the west by the White River, on the north by the city of Auburn, and on the south by the cities of Bonney Lake and Sumner. The District surrounds the northern two-thirds of Lake Tapps and covers approximately 5.5 square miles (Dieringer School District, 2020). In the Sumner current plan area, the Dieringer School District serves the northeast Sumner city limits along East Valley Highway.

Figure 3-10: Schools and School Districts



Source: Pierce County, 2023; City of Sumner, 2023; BERK, 2024.

3.9 Transportation Facilities

The transportation system within the City of Sumner includes streets and highways, pedestrian and bicycle facilities, and transit and rail service. The city's functional classifications for roadways include principal arterials, minor arterials, collectors, and local streets. Arterial streets serve higher traffic volumes and may have few access points. Collector streets link arterials and local streets and may provide access to individual parcels. Collectors are also vital in connecting the residential areas to the central business district and are excellent candidates for multimodal facilities. Local streets provide neighborhood circulation and access to individual parcels.

The city also has two freeways, State Route (SR) 167 and 410 that run through it. The State has designated SR 167 as a Highway of Statewide Significance (HSS). HSS facilities provide and support transportation functions that promote and maintain significant statewide travel and economic linkages. Improvement plans for this HSS facility are developed from a statewide perspective. This planning includes policy development and accompanying funding support to represent a broad range of interests that depend on the facility. Because of its designation as an HSS facility, the State has the authority of setting the level of service (LOS) standards for SR 167. SR 410 is a State Highway of Regional Significance. LOS standards for SR 410 are established by the Puget Sound Regional Council (PSRC), in consultation with WSDOT.

Table 3-8 provides a summary of the key characteristics of the roadway serving Sumner.

Table 3-8: Characteristics of Key Roadways Serving Sumner

Roadway	Classification	Jurisdiction	# of Travel Lanes	Posted Speed Limit	Parking?	Sidewalks?	Bicycle Facilities
North-South Roadways							
SR 167	Freeway	WSDOT	4	60 mph	No	No	No
Valley Avenue	Minor/Principal Arterial[1]	Sumner	2 to 3	25 mph	No	Yes	Yes
Traffic Avenue	Minor Arterial[2]	Sumner	4 to 5	25 mph	No	Yes	No
Fryar Avenue	Minor Arterial	Sumner	3	25 mph	No	Yes	Yes
142nd Avenue E	Minor Arterial	Sumner	5	35 mph	No	Yes	No
136th Avenue E	Minor Arterial	Sumner	3	30 mph	No	Yes	No
East Valley Highway	Minor Arterial[3]	Sumner	2 to 3	25 mph	No	No	No

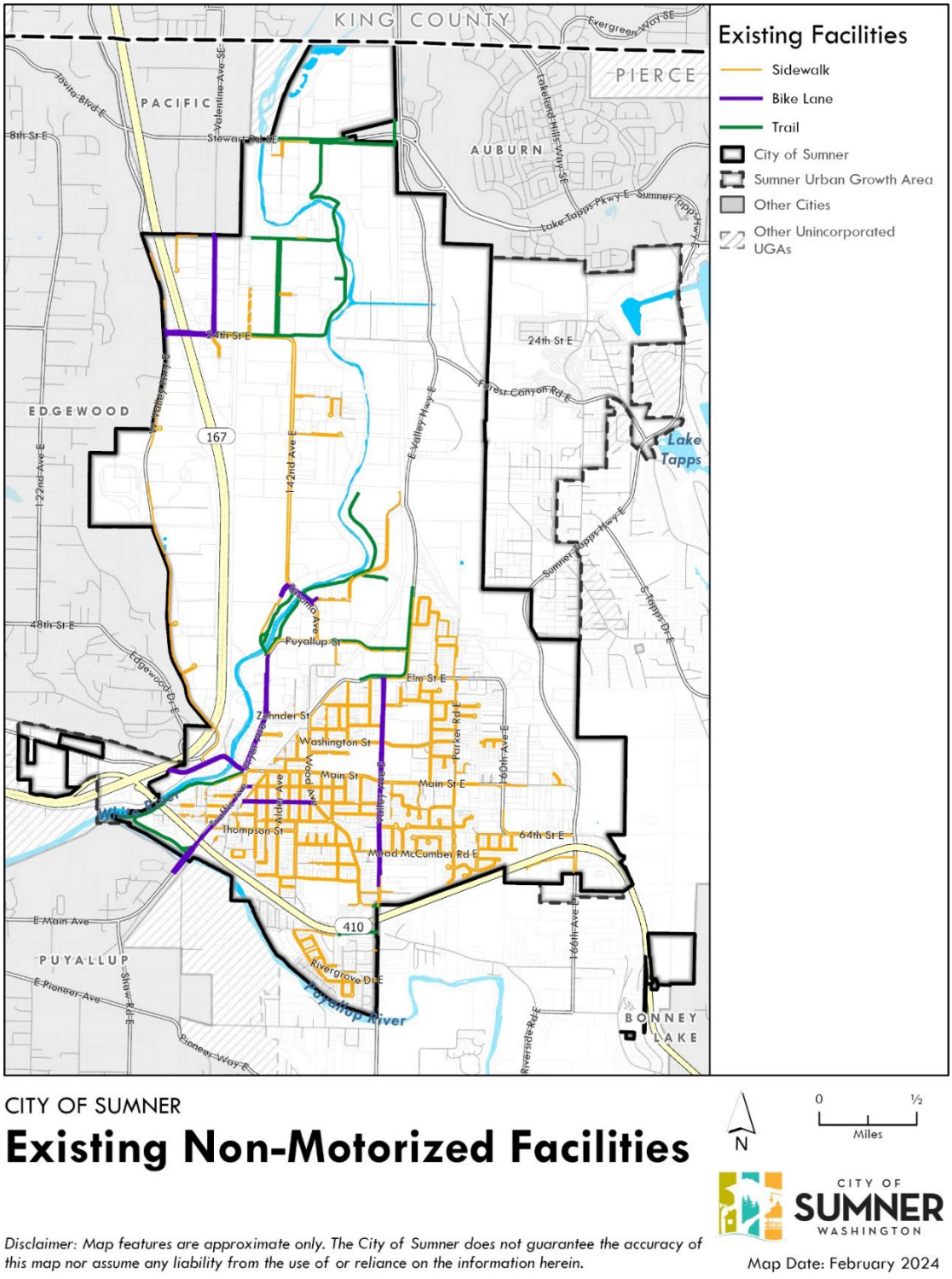
Roadway	Classification	Jurisdiction	# of Travel Lanes	Posted Speed Limit	Parking?	Sidewalks?	Bicycle Facilities
West Valley Highway	Minor Arterial	Sumner	2 to 4	35 mph	No	Yes	No
Sumner-Tapps Highway	Minor Arterial	Sumner	2	45 mph	No	No	No
Cannery Way (formerly Bridge Street)	Minor Arterial	Sumner	2	25 mph	No	Yes	No
Valley Avenue E	Minor Arterial	Sumner	2	25 mph	No	No	No
160th Avenue E	Minor Arterial[4]	Sumner	2	25 mph	Yes	No	No
Sumner Heights Drive	Collector	Sumner	2	25 mph	No	Yes	No
Alder Avenue	Collector	Sumner	2	25 mph	Yes	Yes	No
Wood Avenue	Collector	Sumner	2	25 mph	Yes	Yes	No
158th Avenue E	Collector	Sumner	2	25 mph	No	Yes	No
Parker Road	Collector	Sumner	2	25 mph	No	Yes	No
East-West Roadways							
SR 410	Freeway	WSDOT	4	55 mph	No	No	no
24th Street E	Minor Arterial	Sumner	2 to 5	35 mph	No	Yes	No
Main Street	Minor Arterial	Sumner	2	25 mph	Yes	Yes	No
Stewart Road	Principal Arterial	Sumner	2-5	35 mph	No	Yes	No
Puyallup Street	Minor Arterial	Sumner	2	25 mph	No	Yes	No
Forest Canyon Road	Minor Arterial	Sumner	2	25 mph	No	No	No

Roadway	Classification	Jurisdiction	# of Travel Lanes	Posted Speed Limit	Parking?	Sidewalks?	Bicycle Facilities
64th Avenue E	Minor Arterial	Sumner	2	25 mph	Yes	Yes	No
Zehnder Street	Collector	Sumner	2	25 mph	No	Yes	No
Thompson Street	Collector	Sumner	2	25 mph	Yes	Yes	No
Elm Street	Minor Arterial Collector[5]	Sumner	2 to 3	25 mph	No	Some[6]	No
Meade-McCumber Road	Collector	Sumner	2	25 mph	Yes	Yes	No
Washington Street	Collector	Sumner	2	25 mph	No	Yes	No
Rivergrove Drive	Collector	Sumner	2	25 mph	Yes	Yes	No
Riverside Drive	Collector	Sumner	2	35 mph	No	No	No

Note: WSDOT = Washington State Department of Transportation; mph = miles per hour
1. Principal arterial south of SR 410
2. Principal arterial south of Thompson Street
3. Principal arterial north of Forest Canyon Road
4. Collector north of Main Street E
5. Minor Arterial between Valley Avenue and East Valley Highway and Collector Arterial from Valley Avenue and Wood Avenue and East Valley Highway and 160th Avenue E.
6. Elm Street does not have sidewalks on portions between Valley Avenue and Wood Avenue

Sumner is also striving to create a fully integrated system for pedestrian and bicycle modes. The existing transportation network provides access for people on foot, bike, and other modes primarily with sidewalks, bike lanes, and off-street trails (see Figure 3-11). Sidewalks are located intermittently around the city, mostly along arterial roadways in the Sumner downtown and nearby neighborhoods. Bicyclists mostly share the roads with motorized traffic or use paved roadway shoulders where available, however formal bike lanes are present along Valley Avenue, Fryar Avenue, and Academy Street. The Sumner Link Trail also serves bicycle and pedestrian modes. See the City's Transportation Plan for more details on the Sumner non-motorized transportation network.

Figure 3-11: Existing Non-Motorized Facilities



Source: City of Sumner, 2024; Transpo, 2024.

Chapter 4: Planning Assumptions and Levels of Service

4.1 Introduction

GMA Administrative Code (WAC 365-195-315) recommends that local capital facilities plans include a discussion on " . . .the selection of levels of service or planning assumptions for the various facilities to apply during the planning period (twenty years or more) and which reflect community goals." This chapter will constitute that discussion for the Sumner Capital Facilities Plan.

Table 4-1 describes the population and employment assumptions used to calculate current and future levels of service. The population and employment assumptions are consistent with those to be used in the draft 2024 Comprehensive Plan and account for growth for the next 20 years. In 2022, Sumner's estimated population was 10,800. The City is planning for a 2044 population of 15,525 based on anticipated housing growth. The City's Urban Growth Area (UGA) has an estimated 2022 population of 1,839 and is expected to grow to approximately 3,030 residents by 2044.

Table 4-1: Population and Employment Assumptions

	2022 City	2022 Unincorporated UGA	2044 City	2044 Unincorporated UGA
Population	10,800	1,839	15,525	3,030
Housing Units	4,575	618	6,477	1,018
Employment	18,861*	411*	23,419	493

Source: Census 2020, OFM April 1 Population and Housing Estimates 2022, OFM Small Area Estimates 2022, Pierce County CPPs Appendix A, CensusOnTheMap
Notes: *2022 data not available for employment. Numbers shown are from 2021 (CensusOnTheMap). Unincorporated UGA numbers are estimates based on share of growth allocated in 2030, as Pierce County has yet to release allocations for specific UGAs.

4.2 General Government Facilities

General government planning assumptions are based on the projected population growth for the City and UGA. Table 4-2 shows the 2022 and 2044 needs for general government, police, and public works facilities based on the adopted levels of service. If the City were to annex the UGA within the planning period, total service population could reach 18,555 residents and these facility needs would increase.

General Government

The 2015 adopted level of service (LOS) for general government facilities is 1.13 square feet of building space per capita. This is to house City functions including Administration, Finance, Community Development, and Public Works. However, this LOS (adopted 2015) appears to be low, based on current space deficiencies at City Hall, and does not account for additional space needed for a range of services provided by the City that are not directly correlated with a "per capita" LOS. Other factors that should be considered in establishing a realistic LOS:

- The above services are conducted in City Hall, which was built for different functions in 1935, and has a high proportion of non-office, non-service-related square footage, such as large lobbies, unusable dormer/attic space, etc.
- Between 2020-2023, the City hired a number of additional staff at City Hall, who are currently sharing office space due to lack of useable floor area. There are 50 non-police related employees at city hall.
- Parks staff (5 FTE) are currently not housed at City Hall but are using temporary construction trailers off-site.
- Based on an estimate of City Hall floor area that can be used for functional office space needed to house staff that provide a range of services, the general government 2022 LOS would be closer to 170-180 square feet per employee (see separate discussion related to space needs for the Police Department). With 50 non-police department employees, the existing ratio of gross square foot per employee is 294, the same as the Police Department.
- An adjusted **LOS of 1.36 square foot per capita** based on current building size and population would increase the needed building area in 2044.

Table 4-2: City Government Buildings Level of Service

City Facility	Req'd LOS	Exist. Area (s.f.)	2022 need (City Pop. 10,800)	2044 need (City Pop. 15,525)	2044 with UGA annexed (Pop. 18,555)
General Gov.	1.36 (s.f./capita)	14,577	14,577	21,114	25,235
Police	294 s.f./employee	7,654	7,654	11,466	13,524
Public Works Shops	1.80 (s.f./capita)	17,136	19,440	27,945	33,399

Source: City of Sumner Comprehensive Plan 2021; Sumner 2023; BERK 2023.

Police Services

The Police Department building area has a 2015 adopted level of service of 0.44 square feet per capita. However, this LOS appears to be low based on current space deficiencies and does not account for additional space needed for ancillary functions (e.g. evidence storage, processing area, locker facilities, interview rooms, etc.). Table 4-2 shows a LOS that is Building Area/Employee that is needed to accommodate both the office and other functional spaces and ancillary spaces. **The LOS is calculated at 294 s.f. per employee.** Table 4-3 shows the LOS demand for commissioned offers and the resulting need for non-commissioned staff and support and total employment. The area needs for the Police Department are based on these projected employment needs as the City grows.

The police service demands are a factor of population demographics, employment growth, and types of business and land use. Statewide data from the 2022 Crime in Washington annual report suggests some offenses, including violent crime and some kinds of property crime, overwhelmingly occur at residences, so residential areas may have more demand for police and court services. Generally, industrial development does not generate the same service demands, but there is a significant demand for police service due to property crime, theft, and vehicle collisions. The current LOS of 2 officers per 1,000 population therefore is too low to account for service in non-residential areas. Of the total number of calls for police service noted above, approximately 24% of those calls are to the Manufacturing-Industrial Center. Therefore, the projected LOS standards for police should be reevaluated relative to not just population but also employment growth expected in Sumner. Further, Sumner's service demands are also affected by its geographic location between two State highways and borders with much larger cities. Level of service standards as proposed in the 2024 Comprehensive Plan are as follows:

7. Provide and maintain a police system sufficient to meet the community's public safety needs. This system may include normal police functions, responding to calls for service, community policing, care and custody of prisoners, and animal control.

7.1 Level of Service:

i. **Maintain a ratio of at least two (2) commissioned officers per 1,000 population.**

ii. Maintain a ratio of not less than 1 commissioned patrol officer for every 1000 calls for service per year. Patrol Officers should have at least 40% of their patrol shift available for proactive policing activities.

iii. Provide one sergeant for every 5 commissioned patrol officers.

iv. Provide and maintain one detective position at a ratio of 1/400 part A offenses.

Table 4-3 shows the 2022 and 2044 commissioned officer needs based on the existing and projected population in the city. The 2044 need is projected to be 31 officers. If the City were to annex the UGA within the planning period, this could increase to 37 officers to meet the needs of a total population of 18,555.

Table 4-3: Police Level of Service

Staffing	Req'd LOS	Existing	2022 need (City Pop. 10,800)	2044 need (City Pop. 15,525)	2044 with UGA annexed (Pop. 18,555)
Commissioned Officers	2 per 1,000 population	21	22	31	37
Special Commissioned Officers	NA	1	1	2	2
Non Commissioned Staff	NA	4	4	6	7
Total Employees	NA	26	26	39	46

Source: City of Sumner Comprehensive Plan 2021; Sumner 2023; BERK 2023.

Public Works Shops

The Public Works Shops have a **LOS of 1.80 square feet per capita.** See Table 4-2 for 2022 and 2044 needs compared to existing square footage.

4.3 Water Facilities

The Sumner General Water Plan projected demands look out 20 years to 2038 and a residential population within the water service area of 13,343 and 5,436 connections and a total average daily demand of 1.99 MGD (see Table 4-4). Using water consumption records from 2014 to 2017, the City's single family residential usage rate was estimated to be 189.6 gallons per day.

Table 4-4: Projected Max Day Demand and Peak Hour Demand with DSL

	2018	2024	2028	2038
Residential Population[1]	11,044	11,793	12,321	13,343
Average-Day Demand (ADD) (MGD)[2]	1.77	1.81	1.87	1.99

	2018	2024	2028	2038
Maximum Daily Demand (MDD): --DOH Guideline Method (MGD)[3]	3.36	3.52	3.64	3.89
Peak-Hour Demand (PHD): --DOH Guideline Method (gpm)[4,5]	3,764	3,979	4,111	4,389

1. Population projections based on the City's 2020 General Water Plan Update.
2. Average-demand requirement are calculated based on the per capita usage rates of the residential and employment population from 2014 to 2017.
3. DOH Water System Design Manual, August 2001. MDD = 2*ADD.
4. gpm = gallons per minute.
5. PHD = (MDD/1,440)[1.6*N+225] + 18. Use peak to average day factor in MDD.

The City of Sumner must comply with water quality regulations on both the federal and state level. State regulations enforced by the Washington State Department of Health (DOH) may be the same as or more stringent than the federal regulations. DOH regulates water quality of public water systems under the State Drinking Water Regulations, WAC 246-290-300 through 320. The DOH also has enforcement responsibility for federal regulations included in primacy agreements with the United States Environmental Protection Agency (EPA). Water quality regulations are currently evolving, and will continue to evolve, becoming more stringent due to implementation of the Safe Drinking Water Act and other state and federal legislation.

These water quality regulations address contaminant levels for inorganic chemicals, organic chemicals, heavy metals, pesticides, coliform, and other substances. The water system is regularly monitored to address levels of contamination and corrective actions are taken as needed to remain in compliance with state and federal laws.

4.4 Policy in the Comprehensive Plan

The Capital Facilities Element of the Comprehensive Plan contains the following policies in accordance with the Water System Plan:

11. Maintain an efficient water system to meet the needs of the community's residential, commercial, and industrial community as set forth in the City's most recently adopted Water System Plan.

    11.1 Establish the following Levels of Service for water supply:

    Demand

    Residential Demand - 72.73 gpd

    Employee Demand - 25.28 gpd/employee

Fire Flow

Use	Min. Flow (gpm)	Required Duration (hours)
Medium and low density residential	1,000	2
High density residential and commercial	1,500	2
Industrial	3,500	3
Several existing buildings	4,500	4

Water System Reliability LOS

Criteria	Level of Service			
	A	B	C	F
Conveyance Reliability; Loop (min. 6" pipe) System	95% + of services on loop lines	90% + of services on loop lines	80% + of services on loop lines	Less than 80% of services on loop lines
Source Reliability;	Meets peak day w/ largest supply out	Meets peak day w/all supplies on	Meets 95% of peak day - use storage	Water restriction required
Distribution System Reliability; Isolation valves a min of 660 ft.	95% + of services meet these criteria	90% + of services meet these criteria	80% + of services meet these criteria	<80% of services meet these criteria
Power Backup for Supply Pumps;(standby generators)	100% of pumps with backup gen.	Sufficient backup for meeting MMADF	Sufficient backup for avg. daily flow	Less backup than needed for ADF
Emergency Response by Repair Crew	< 4 hrs. on 24-7 basis	< 8 hrs. on 24-7 basis	< 24 hrs on a 24-7 basis	> 24 hrs on a 24-7 basis

The minimum LOS for reliability is "B" as outlined above.

11.2 Deliver a high degree of water quality that satisfies federal, state, and local regulations as follows:

LOS "A": Water quality that meets both Primary and Secondary Public Health Standards

LOS "B": Water quality meets only Primary Drinking Water Standards

For water quality, Sumner chooses a LOS "A".

The following is the level of service standard in the draft 2024 Comprehensive Plan, Capital Facilities and Public Services Element:

> 11.3 Require water services for new development, unless otherwise allowed by state or county regulations.
>
> > 11.3.1 Encourage the design, siting, construction, operation, and relocation or closure of water infrastructure in a manner that is cost effective, environmentally sensitive, appropriate to the location and need, minimizes and mitigates impacts on adjacent land uses, and prioritizes action to protect vulnerable populations.
> >
> > 11.3.2 Require all new development to avoid or mitigate adverse impacts to functioning water, sanitary sewer, or septic systems.
> >
> > 11.4 Implement water conservation programs for residential, commercial, and industrial users consistent with the Sumner Water Plan.
> >
> > 11.4.1 Require new and existing businesses to use water at or below the average per capita employee level and businesses that use higher than average rates of water to mitigate their impacts.
> >
> > 11.4.2 Implement water service technologies, such as "smart meters," that assist customers in monitoring and reducing water usage.
> >
> > 11.4.3 Support existing public education and outreach campaigns to address and promote water conservation.

Average 2044 daily water demand is estimated using factors in the Water System Plan (72.73 gpd/resident and 25.28 gpd/employee). Using the peaking factor of 2.05 established in the Water System Plan, the total additional maximum daily water demand for residents and employees is approx. 1.01 mgd by 2044.

4.5 Sanitary Sewer

The City has discretion in setting performance and design criteria and standards for its sewer system, so long as they meet or exceed the minimum standards for public sewers as set forth by the Washington State Department of Ecology (DOE) through Chapters 90.48, 90.52, and 90.54 of the Revised Code of Washington (RCW). The criteria focus on planning, design parameters, and other details that have been developed to establish consistency and to ensure that adequate levels of service are provided throughout the system. The criteria also provide the planning process with measuring tools to identify areas of the existing system that need to be improved to achieve the desired level of customer service. The sewer system

is regularly monitored to address concerns and corrective actions are taken as needed to remain in compliance with state and federal laws.

The following is the level of service standard as identified in the draft 2024 Comprehensive Plan, draft Capital Facilities and Public Services Element:

12. Provide a sanitary sewer system adequate to meet the demands of the community, that ensures public health and safety, and protects the environment.

    12.1 Establish and provide for a Level of Service as defined in the adopted Sanitary Sewer Plan.

    12.2 Require sanitary sewer services for new development, unless otherwise allowed by state or county regulations.

        12.2.1 Encourage the design, siting, construction, operation, and relocation or closure of sanitary sewer infrastructure in a manner that is cost effective, environmentally sensitive, appropriate to the location and need, minimizes, and mitigates impacts on adjacent land uses, and prioritizes action to protect vulnerable populations.

        12.2.2 Require all new development to avoid or mitigate adverse impacts to functioning water, sanitary sewer, or septic systems.

    12.3 SEPTIC SYSTEMS Ensure existing on-site septic systems may continue to serve existing residents as long as they are properly functioning, well maintained, and remain in compliance with Tacoma-Pierce County Health Department requirements.

        12.3.1 Allow interim onsite Tacoma-Pierce County Health Department approved septic systems where sewer facilities are not available, but prohibit on-site treatment in new development.

        12.3.2 Encourage homeowners to connect to the sanitary sewer system where available.

        12.3.3 Require homeowners to connect to the sanitary sewer system if existing onsite septic systems fail to maintain compliance with Tacoma-Pierce County Health Department requirements.

The Sanitary Sewer Plan establishes the following per capita flows to project future flows:

- Residential per capita flow: 68 gpd/resident
- Commercial and industrial per employee flow: 23 gpd/employee

Table 4-5: Existing and Projected WWTF Sumner Influent Flows (mgd)

	Average Annual Flow	Maximum Month Flow	Peak Day Flow	Peak Hour Flow
WWTF Rated Capacity[1]	4.27	6.10	11.66	19.87
Sumner Allocated WWTF Capacity[2]	1.74	2.80	6.02	7.64
Existing 2016 Flows	1.06	1.71	6.67	4.66
Year 2024 Flows	1.23	1.86	3.93	5.00
Year 2038 Flows	1.53	2.32	4.38	5.56
2038 Surplus/(Deficit) Based on Sumner's Allocated Capacity	**0.21**	**0.48**	**1.64**	**2.08**

[1] The rated WWTF capacity numbers are taken from the City of Sumner Wastewater Treatment Facility Final Comprehensive Facility Plan Addendum No. 2 approved by Ecology.
[2] The maximum month flow of 2.8 mgd is the only specified capacity for Sumner stated within the WWTF Operating Agreement between the Cities of Sumner and Bonney Lake. Other values are interpolated using the peaking factors for flow established within Chapter 6 of the 2020 Sanitary Sewer Comprehensive Plan for purposes of illustrating hydraulic adequacy of the existing WWTF to meet future projections. Sources: BHC Consultants (Table 8-1), 2020; BERK, 2020.

Based on the per capita flow rates from the Sanitary Sewer Plan (68 gpd/resident and 23 gpd/employee), the total additional maximum month flow for residents and employees (using the peaking factor of 1.61 established in the 2020 Plan) is approx. 0.73 mgd by 2044. It may be possible that the anticipated deficit can be accommodated through regular monitoring and capital planning.

As Bonney Lake anticipates more rapid growth of its sewer service area than Sumner in the future, another plant expansion might become necessary. In anticipation of this need, the Wastewater Treatment Facility Phase III Feasibility Study was completed in 2016 and examines a service area that includes the city limits and the entire UGA. This study concluded that a maximum month WWTF capacity of 9.2 mgd was achievable on the current site. At such a time that influent flows necessitate the initiation of another expansion, the agreement would need to be updated to reallocate new capacity shares (BHC Consultants, 2020).

Per the Sanitary Sewer Plan, with the completion of the WWTF expansion in 2016, the WWTP has sufficient capacity to accommodate projected influent 5-day BOD5 and TSS loads through 2038. The 2038 projected maximum month influent loadings to the WWTF are 8,620 pounds/day for 5-day BOD5 and 9,400 pounds/day for TSS, approximately 2,280 and 3,260 pounds/day less than the respective permitted capacities (BHC Consultants, 2020, pp. 5-9, 8-2).

4.6 Stormwater Facilities

The following is the level of service standard as identified in the draft 2024 Comprehensive Plan, Capital Facilities and Public Services Element:

15. In conjunction with existing system providers, provide surface and storm drainage collection and discharge systems to protect water quality, public and private property, and the natural environment.

    15.1 Establish and maintain the Level of Service as the 25-year storm event, except in those areas where the 100-year storm design is appropriate to protect the natural environment.

    15.2 Require new development to provide for facilities to reduce water quantity and quality impacts associated with new development.

        15.2.1 Encourage the design, siting, construction, operation, and relocation or closure of storm drainage infrastructure in a manner that is cost effective, environmentally sensitive, appropriate to the location and need, minimizes and mitigates impacts on adjacent land uses, and prioritizes action to protect vulnerable populations.

        15.2.2 Encourage the use of low impact development (LID) and stormwater best management practices to manage stormwater runoff where feasible.

The Sumner Municipal Code reflects adoption of the Department of Ecology Stormwater Management Manual for Western Washington, adoption of the minimum requirements in Appendix I of the NPDES Phase II Permit with some exceptions, and adoption of the Puget Sound Partnership (PSP) Low Impact Development Technical Guidance Manual for Puget Sound.

In addition to program elements required under existing regulations, it is anticipated that additional steps will be necessary to protect habitat and promote salmon recovery, both under the federal Endangered Species Act and the salmon restoration initiatives undertaken by the Governor and the legislature and to meet the NPDES II permit requirements.

4.7 Parks Facilities

Minimum levels of service for parks include the following:

- Investment: Maintain a level of investment per capita (resident equivalent) that is consistent with the current value of the system per person. The 2024 value is $1,652 per resident equivalent, as may be adjusted periodically for system value, inflation, or annexation.
- Recreation Facilities: Provide for a mix of parks and recreation facilities at a level consistent with the community's current level of facilities:

    - Active Recreation Facilities (fields, courts, skate parks, and similar): Sumner facility per 1,000 resident equivalents consistent with the 2024 ratio of 0.4 facilities per 1,000.
    - Informal Recreation Facilities (playgrounds, picnic shelters, open lawn areas, and similar): Sumner facility per 1,000 resident equivalents consistent with the 2024 ratio of 3.4 facilities per 1,000.
    - Parks: Sumner park acres per 1,000 resident equivalents consistent with the 2024 ratio of 3.2 acres per 1,000.

Target levels of service for parks include the following:

- Investment: Achieve a level of investment per capita (resident equivalent) that is consistent with a 30% increase in the current value of the system per person. The 2024 value is $2,148 per resident equivalent, as may be adjusted periodically for system value, inflation, or annexation.
- Recreation Facilities:
    - Active Recreation Facilities (fields, courts, skate parks, and similar): 0.5 facilities per 1,000 resident equivalents.
    - Informal Recreation Facilities (playgrounds, picnic shelters, open lawn areas, and similar): 4.4 facilities per 1,000 resident equivalents.
    - Parks: 5.4 acres per 1,000 resident equivalents.
- Open Space (including increases to tree canopy cover): 3.8 acres per 1,000 resident equivalents.
- Access: 10-minute maximum walk to a park for all Sumner residents.

Resident equivalent population is a calculation based on the number of residents and number of jobs in Sumner, considering an individual's estimated time available to use parks in a given week.

The City collects a Park Mitigation Fee to address level of investment per capita. Adoption of the fee by the City Council is done under a separate action and not as part of the adoption of the Capital Facilities Plan.

Table 4-6 illustrates the existing and future level of service for recreation facilities compared to the required level of service.

Table 4-6: Existing Park Facilities and Minimum LOS

Activity	Req'd LOS (2024 conditions)	Exist. #	2044 Demand
Active Recreation Facilities	0.4 per 1,000 resident equiv.	5	7
Informal Recreation Facilities	3.4 per 1,000 resident equiv.	41	56
Parks	3.2 acres per 1,000 resident equiv.	38.8 acres*	53

Source: Parks and Trails Plan, 2024; Sumner Public Works, 2024.
* Includes 16.7 acres along the Sumner Link Trail maintained by Parks staff that are commonly used for picnics and other recreation activities.

Deficits are expected for active recreation facilities, informal recreation facilities, and park acreage in 2044 based on the current facilities. The City will need to add 2 more active recreation facilities, 15 more informal recreation facilities, and more than 14 acres of parks to meet the community's needs.

To reach target levels of service, the City would need to invest in 4 active recreation facilities, 32 informal recreation facilities, and 52 acres of parks over the 2024 system inventory, as well as 31 acres of open space or tree canopy, and targeted investments to ensure all residents have access to a park within a 10-minute walk.

4.8 Fire Facilities

The City of Sumner contracts with East Pierce Fire and Rescue District (EPFR) and therefore adopts the fire district's level of service standards. These standards are based on first unit arrival time and the arrival of minimum acceptable (effective) response. The adopted fire service and EMS minimum level of service was reiterated as part of the most recent EPFR Unit and Response Benchmarks.

Sufficient "first alarm" staff and unit deployment for each different fire or emergency medical incident under Sumner's contract with EPFR has been summarized in Chapter 7 of the 2022 Standards of Cover Study. This study published on the EPFR website highlights recommended minimum staffing needed to mitigate active incidents but notes that additional staff and units may be required to handle complex rescues, fires, or medical emergencies.

When applied to the arrival of the first unit, the 2023 EPFR Unit and Response Benchmarks document states that for urban areas the established benchmark is 90% of calls will have a first unit on site within 8 minutes and 30 seconds. The same document states that 90% of calls will have an effective response force (ERF) in urban areas within 13 minutes and 30 seconds.

When applied to the arrival of the minimum ERF, the 2022 standards of coverage document describes an effective first alarm response force (ERF) by call type in Table 4-7 below:

Table 4-7: Effective Response Force Personnel by Call-Type

Incident Type	Low Risk	Medium Risk	High Risk
Structure Fire	16	21	27-28
Emergency Medical Services	2-5	5	8-10
Rescue	4	10-15	17-20
HazMat	3	-	17-20
Wildland Fire	6		24
Risk Definitions	Incidents involving small fires (fire flow less than 250 gallons per minute), single patient non-life-threatening medical incidents, minor rescues, small fuel spills, and small wildland fires without unusual weather or fire behavior.	Incidents involving fires in single-family dwellings and equivalently sized commercial office properties (fire flow between 250 gallons per minute to 1,000 gallons per minute), life threatening medical emergencies, hazardous materials emergencies requiring specialized skills and equipment, rescues involving specialized skills and equipment, and larger wildland fires.	Incidents involving fires in larger commercial properties with sustained attack (fire flows more than 1,000 gallons per minute), multiple patient medical incidents, major releases of hazardous materials, high risk rescues, and wildland fires with extreme weather or fire behavior.

Incident Type	Low Risk	Medium Risk	High Risk

Source: EPFR Unit and Response Benchmarks, 2023 https://www.eastpiercefire.org/wp-content/uploads/EPFR-Unit-and-Response-Benchmarks.pdf

As of 2009, EPFR was meeting its 5-minute response time goal only 60% of the time for fire response, though its 90% performance was 5 minutes and 37 seconds. For EMS-only responses, the district met its goal only 59% of the time, and its 90% performance was 6 minutes and 4 seconds.

Between the 2014 EPFR Standards of Cover report and 2023 Standards of Cover Report, the district has opted to raise the minimum travel time for first unit and ERF from 5 minutes to 8 minutes and 30 seconds for a Fire and EMS calls. This standard excludes medic unit specific calls which have an 11 minute first unit travel time target and HazMat, water, tech, and wildland calls which all have 12 minute first unit travel time targets.

In 2022 EPFR's urban response was slightly below target levels of service for each call type measured. 8,292 calls were made in urban areas and 48% were EMS incidents. Benchmarks and achievements in 2022 are listed in Table 4-8.

Table 4-8: 2022 EPFR Minimum Response Times by Incident Type and Count

2022 Call Type	Benchmark (mm:ss)	90th Percentile	Total Incidents	% Achieving Benchmark
Turn out times	2:00	2:32	12,653*	74%
Travel Time 1st Unit (Urban)				
Fire (All)	8:30	9:24	151	76.9%
EMS (All)	8:30	8:59	4014	87.7%
Medic Unit (All)	11:00	12:27	4044	86%
HazMat	12:00	12:37	39	87.2%
Water Rescue	12:00	8:32	2	100%
Technical Rescue	12:00	4:30	1	100%
Wildland Fire	12:00	13:07	41	85.4%

Source: EPFR 2022 Annual Report, BERK 2023

Of the 12,653 calls received within EPFR district and the associated 22,000 turnouts, 2,846 were responded to by Station 113 – Sumner. This is the highest number of calls by station within the district. The vast majority of these 12,653 calls were emergency medical calls (73.7%).

Currently, EPFR staffs the Sumner Fire Station (Station 113) with 5 personnel 24 hours per day. Based on the number of Sumner housing units as well as housing units within the unincorporated UGA there are roughly 2,527 citizens for each staff firefighter/EMS at any given moment in Sumner and its UGA. In projecting growth over the next 20 years, the city and UGA are estimated to grow by 5,916 residents to reach a total of 18,555 residents. To maintain the same level of service, 2 additional fire personnel will likely be needed at Station 113.

Given the size of the station as noted in the section Inventory, there is ample space for these additional staff but an additional apparatus for these staff may be required to meet the growing need in the service area.

The 2022 EPFR Annual Report also notes the aging population throughout the EPFR service area and the increased likelihood for older adults to require EMS response. The report states that in the service area, adults over 65 years of age call for EMS response 2-3 times more often than those under 65. While population and level of service can be extrapolated linearly to 2044, the growth in the population over age 65 could result in call volumes increasing at a higher rate than the rate of population growth, which could increase staffing and equipment needs.

The City collects mitigation fees for fire protection. Adoption of fees by the City Council is done under a separate action and not as part of the adoption of the Capital Facilities Plan.

4.9 Public School Facilities

Sumner-Bonney Lake School District

The *Sumner-Bonney Lake School District's 2021-2027 Capital Facilities Plan* provides for a variety of district standards intended to meet state requirements and provide for a quality education.

Class Size Standards

Standards are anticipated to remain approximately the same as the 2017 class size standards:

Grade level:		Students/Classroom (Average):
Kindergarten	-	19
Grades 1	-	21
Grades 2	-	22
Grades 3	-	22

Grade 4-5 - 27

Grade 6-12 - 30

School Size

In general, the District seeks to design new schools to have the following student capacity:

- Elementary School: 500-650 Students
- Middle School: 750-950 Students
- High School: 1,700-1,800 Students

Generally, the District seeks to acquire school sites of the following sizes in order to comply with development regulations:

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

Enrollment and Capacity

Currently, most of the Sumner-Bonney Lake School District schools in Sumner are at or over capacity, with the exception of Sumner Middle School, which is operating 6 percent under student capacity (Table 4-9).

Table 4-9: Sumner School Enrollment and Capacity

School	Capacity (Students)	2022-23 Enrollment (Students)	Percent Over/Under Capacity
Sumner High School	1,260	1,844	46%
Sumner Middle School	722	681	-6%
Daffodil Valley Elementary	481	492	0.2%
Maple Lawn Elementary	454	634	40%
Sumner Early Learning Center	168	--	--

Source: Enrollment: OSPI Report Card, 2023.

The Sumner-Bonney Lake School District maintains student generation numbers to determine the number of students that can be expected from new residential construction. These numbers are shown in Table 4-10.

Table 4-10: Student Generation Rates, Sumner-Bonney Lake School District

School Type	Single Family	Multifamily
Elementary School	0.403	0.095
Middle School	0.140	0.043
High School	0.099	0.033

Source: Sumner-Bonney Lake School District Capital Facilities Master Plan, 2021-2027, 2021.

Enrollment Projections: The Sumner-Bonney Lake School District Capital Facilities Plan includes district-wide enrollment projections based on a Demographic Study prepared for the District. See Table 4-11.

Table 4-11: Enrollment Projections for Sumner-Bonney Lake School District

	2021	2022	2023	2024	2025	2026	2027	Change
Daffodil Valley Elementary	430	449	456	451	448	450	453	+23
Maple Lawn Elementary	569	637	624	618	611	614	626	+57
Sumner Middle School	725	702	708	741	773	796	809	+84
Sumner High School	1594	1661	1741	1768	1760	1772	1806	+212

Source: Sumner-Bonney Lake School District Capital Facilities Master Plan, 2021-2027, 2021. Retrieved from https://www.sumnersd.org/cms/lib/WA01919505/Centricity/Domain/253/Master%20Copy%20SBLSD%20CFP%202021-2027.pdf.

1. Projections were calculated by Educational Data Solutions for a Demographic Study for Sumner-Bonney Lake School District

Beyond 2027, Sumner is expected to continue to grow, resulting in more students at Sumner schools by 2044, impacting school capacity. Table 4-12 shows estimated student growth between 2020 and 2044, based on the housing capacity in the district and assumed student generation rates.

Table 4-12: Sumner-Bonney Lake School District: Student Growth 2020-2044

	Additional Students (1,975 new housing units in the City portion of district)
Sumner-Bonney Lake School District	**682**
Elementary School	413
Middle School	156
High School	113

Source: Sumner-Bonney Lake School District 2022; Dieringer School District 2021; Sumner 2023; BERK 2023.

With growth in the city, the Sumner-Bonney Lake School District could see a total of approximately 682 new students from Sumner city limits. This could include 413 elementary school students, 156 middle school students, and 113 high school students. As shown in Table 4-9, all Sumner-Bonney Lake School District schools located in the City of Sumner are over or nearing capacity (as of the 2022-23 school year). Based on planned growth, it is likely the schools located in Sumner will further exceed their capacities. Growth is also expected to occur outside of city limits in the Sumner UGA, which could further impact Sumner school capacity. The reader is referred to the Sumner-Bonney Lake School District's Capital Facilities Plan for additional discussion of assumptions and LOS standards.

The City is authorized to collect mitigation fees for schools (see Appendix E). Adoption of school mitigation fees by the City Council is done under a separate action and not as part of the adoption of the Capital Facilities Plan. A summary table of impact fees is contained in Appendix E.

Dieringer School District

Enrollment and Capacity

Dieringer School District schools are close to or over capacity for the 2022-2023 school year. Lake Tapps Elementary school is 26 percent over capacity, while Dieringer Heights Elementary School and North Tapps Middle School are slightly under capacity (Table 4-13).

Table 4-13: Dieringer School District – Enrollment and Capacity

School	Capacity	2022-23 Enrollment	Percent Over/Under Capacity
Lake Tapps Elementary School	357	451	26%
Dieringer Heights Elementary School	508	472	-7%
North Tapps Middle School	536	521	-3%

Source: Enrollment: OSPI Report Card, 2023. Capacity: Dieringer School District Capital Facilities Plan, 2020.

The Dieringer School District establishes student generation rates for the purposes of facility planning, see Table 4-14.

Table 4-14: Student Generation Rates, Dieringer School District

School Type	Single Family	Multifamily
Elementary School	0.322	0.172
Middle School	0.13	0.07

Source: Dieringer School District Capital Facilities Plan, 2021-2026, 2020.

Based on Sumner's planned growth, the Dieringer School District is likely to serve more students in 2044 than it does currently (Table 4-15). There may be approximately 4 new students from housing growth in Sumner city limits including 3 elementary students and 1 middle school student.

Table 4-15: Dieringer School District: Student Growth 2020-2044

	Preferred Alternative: Additional Students (10 new housing units in the City portion of district)
Dieringer School District	**4**
Elementary School	3
Middle School	1

Source: Sumner-Bonney Lake School District 2022; Dieringer School District 2021; Sumner 2023; BERK 2023.

4.10 Transportation Facilities

Multimodal level of service standards are required for non-motorized transportation facilities, locally owned arterials, and transit routes that serve urban growth areas, to serve as a gauge to judge system performance and to help achieve the statewide goal of environmental justice. LOS standards establish the basis for the concurrency requirements in the GMA and are used to evaluate impacts as part of the State Environmental Protection Act (SEPA). Agencies are required to show concurrency—i.e., to "adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development" (RCW 36.70A.070(6)(b)).

Vehicle

Level of service is both a qualitative and quantitative measure of roadway and intersection operations. Vehicle level of service uses an "A" to "F" scale to define the operation of roadways and intersections as follows:

LOS A: Primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at intersections are minimal.

LOS B: Reasonably unimpeded traffic flow operations at average travel speeds.

LOS C: Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in

LOS B, and longer queues may contribute to lower-than-average travel speeds.

LOS D: Small increases in traffic flow may cause substantial increases in approach delays and decreases in speed.

LOS E: Significant delays in traffic flow operations and lower operating speeds.

LOS F: Traffic flows at extremely low speeds. Intersection congestion is likely, with high delays and extensive vehicle queuing.

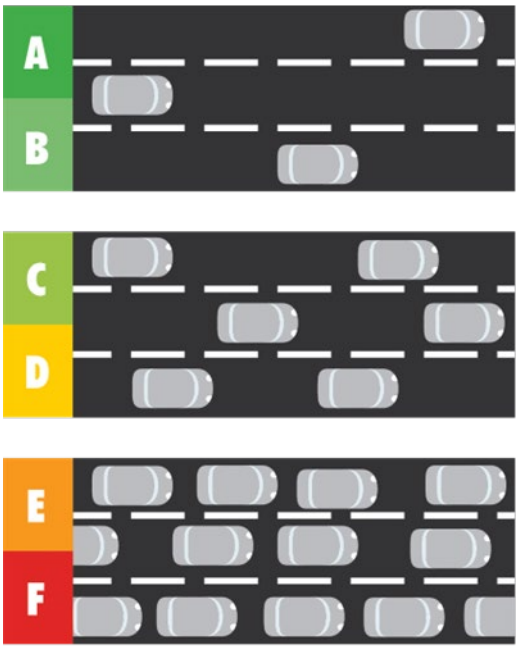


Figure 4-1: Illustration of Vehicle LOS

Sumner LOS Standards

Sumner has established intersection LOS standards. The standards are applied to the weekday PM peak hour and to other time periods as appropriate based on the type and location of development. The LOS standards are:

- Signalized, Roundabout, and All-way Stop Controlled Intersections
  - LOS D based on average performance of all traffic movements consistent with the current HCM method:
  - Exception is LOS F at the following:
    - Traffic Avenue/Main Street/Fryar Avenue (Signal
    - Main Street/Alder Avenue (Signal)
    - Valley Avenue East/Main Street (Signal)
    - West Valley Highway East/Valley Avenue/Sumner Heights Drive (Signal)
- Two-way, Stop Controlled, Unsignalized Intersections
  - LOS D or better based on the average delay per vehicle for each approach or separate traffic movement at the intersection using the latest methodologies in the Highway Capacity Manual

- Exception allows left turns and through movements on side streets intersecting with arterials to operate below the adopted LOS D standard when the LOS affects relatively low traffic volumes and may not meet warrants for traffic signals.

State Highway LOS Standards

The City of Sumner is served by SR 167 and SR 410. SR 167 is classified as a Highway of Statewide Significance (HSS). Per WSDOT's Highway Systems Plan, the LOS standards for HSS facilities are set forth by State law. State law sets LOS D for HSS facilities in urban areas and LOS C for HSS facilities in rural areas. Since SR 167 is located within the Sumner urban area, the LOS D standard applies. GMA concurrency requirements do not apply to HSS facilities, per State legislation.

SR 410 is a State Highway of Regional Significance, Tier 2. The level of service standard for regionally significant state highways in the central Puget Sound region is set by PSRC in consultation with WSDOT and the region's cities and counties. PSRC established LOS D for SR 410 in Sumner. PSRC notes that it will measure the level of service for regionally significant state highways on a one-hour PM peak period basis. Furthermore, PSRC notes that local agencies will need to decide whether to apply concurrency to state highways of regional significance.

Traffic Operations

Traffic operations were evaluated based on intersection operations and the HCM methodology consistent with the existing conditions analysis. Intersection improvements were assumed based on the transportation improvement list outlined at the beginning of this. Traffic signal timing was optimized in consideration of changes that would occur with intersection maintenance to address growth in traffic volumes.

Overall, the analysis finds that most of the study intersections operate at LOS D or better during the weekday PM peak hour with the projected growth. Table 4-16 summarizes the existing and projected operations at intersections where further review and potential improvements may be needed. The key finding of the analysis is that the city should consider potentially changing the adopted LOS standards. The 2015 Comprehensive Plan LOS policy changed the LOS standard to F at several intersections where operations were forecast to be LOS F with little or no feasible improvement projects. Due to shifts in traffic patterns and decreases in traffic volumes, operations at some intersections have improved. In addition, feasible improvements can be identified at intersections that are projected to operate at LOS E or F.

Table 4-16: Weekday PM Peak Hour LOS Summary

Intersection	Current LOS Standard	2023 Existing			2044 Draft EIS Alternative 1/Preferred Alternative		
		LOS[1]	Delay[2]	V/C[3] or WM[4]	LOS	Delay	V/C or WM
Stewart Road SE/Butte Avenue SE	D	F	186	SB	C	33	-
E Valley Highway E/Forest Canyon Road E	D	F	>180	WB	F	>180	WB
Puyallup Street/Tacoma Avenue	D	C	19	-	F	84	-
E Valley Highway E/Elm Street E	D	D	30	NBL	F	57	NBL
Valley Avenue/Elm Street E	D	D	31	NBL	E	43	NBL
Sumner Heights Drive E/W Valley Highway E	F	C	29	-	D	41	-
Traffic Avenue/Main Street	F	D	43	-	E	58	-
Alder Avenue/Main Street	F	B	11	-	B	14	-
Valley Avenue/Main Street	F	C	23	-	C	32	-
Parker Road E/Main Street E	D	C	24	SB	F	56	SB
160th Avenue E/Main Street (60th Street E)	D	C	16	-	E	47	-
Sumner-Tapps Highway E/SR 410 WB Ramp	D	F	61	WB	A	7	0.54

Intersection	Current LOS Standard	2023 Existing			2044 Draft EIS Alternative 1/Preferred Alternative		
		LOS[1]	Delay[2]	V/C[3] or WM[4]	LOS	Delay	V/C or WM
Valley Avenue/SR 410 EB Ramp	D	F	80	-	B	12	0.87
Valley Avenue/74th Street E	D	F	110	EB	F	>180	EB

Source: Transpo, 2024.
Notes:
1. Level of service, based on 2010 Highway Capacity Manual methodology.
2. Average delay in seconds per vehicle.
3. Volume-to-capacity ratio reported for signalized intersections.
4. Worst movement reported for unsignalized intersections.

As shown in Table 4-16, the following intersections are anticipated to improve compared to existing conditions during weekday PM peak hour with the planned and funded improvements:

- **Stewart Road SE/Butte Avenue SE** – Completion of the traffic signal is anticipated to improve operations to LOS D
- **Sumner-Tapps Highway E/SR 410 WB Ramp** – The planned roundabout results in LOS A conditions
- **Valley Avenue/SR 410 EB Ramp** – The planned roundabout results in LOS B conditions

There are currently three intersections (Sumner Heights Drive E/W Valley Highway E, Alder Avenue/Main Street, and Valley Avenue/Main Street) that have a LOS F standard but are forecast to operate at LOS D or better during the weekday PM peak hour. One intersection, Traffic Avenue/Main Street, has a LOS F standard but is forecast to operate at LOS E.

The remaining intersections summarized in Table 4-16 are forecast to degrade below LOS D during the weekday PM peak hour. Most of the poor intersection operations during the weekday PM peak hour are projected along E Valley Highway and Valley Avenue. This is consistent with the observed regional cut-through traffic, which avoids congestion along SR 167 and uses routes through Sumner. Other intersections impacted by shifts in traffic and growth in the City of Sumner are the Parker Road E/Main Street E and 160th Avenue E/Main Street E intersections. Potential improvements at these intersections and the Traffic Avenue/Main Street intersection are discussed in Chapter 5.

Pedestrian

The pedestrian network has been identified through a series of Primary or Secondary Routes. Corridors identified as Primary or Secondary Routes are not indicative of a hierarchy or priority for future non-motorized transportation sidewalk facility development, rather they are used to make a distinction between routes that are more regional or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary).

The sidewalk LOS standards shown in Figure 4-2 emphasize system completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

A green LOS indicates a facility meets adopted roadway standards. An orange LOS indicates a facility has sidewalks on only one side of the roadway when both sides are the standard. A red LOS indicates no designated facilities are provided for sidewalk users and is considered unacceptable.

Figure 4-2: Pedestrian LOS Standard

LOS	Primary Route	Secondary Route
	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
	Facilities exist, but only on one side	N/A
	No facilities exist, does not meet standards	No facilities exist, does not meet standards

Source: Transpo Group, 2023

The City has established level of service standards for its pedestrian network based on the methodology in Figure 4-2 and the future network identified on Figure 4-3. A green LOS is the standard for secondary routes, while an orange LOS is the standard for primary routes. The city utilizes these standards to prioritize investments in the non-motorized transportation network and identify where significant gaps in the system need to be addressed to serve the Sumner land use plan.

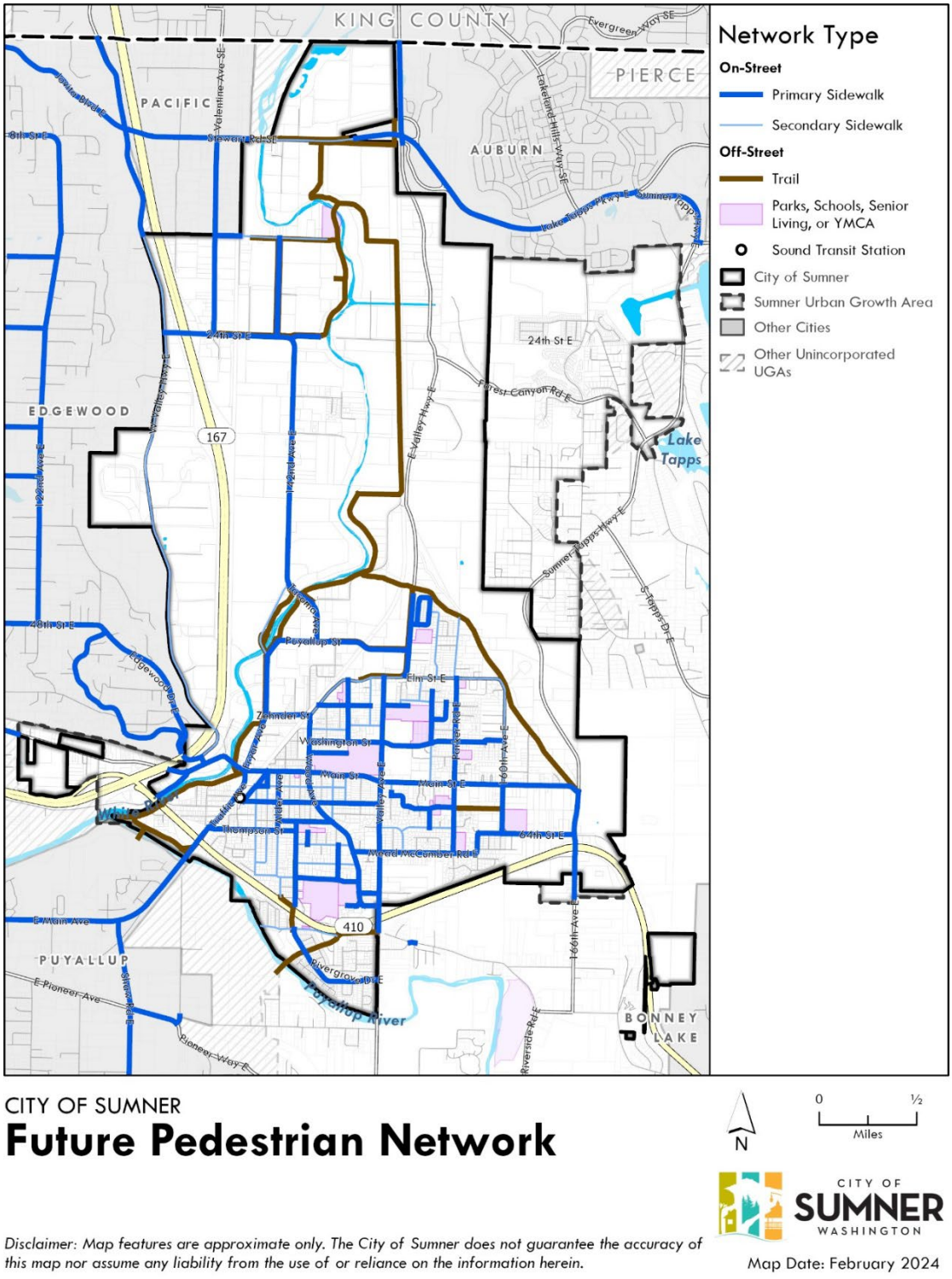
Applying the standards described above, the pedestrian LOS analysis is shown on Figure 4-5. The LOS is determined by comparing the 2044 future pedestrian network to the existing, planned, and funded pedestrian network. The pedestrian LOS analysis shows most of the future pedestrian network meets standard. There are some key connections to trails south of SR 410 that are missing as well as corridors such as Elm Street and 160th Avenue E that have missing sidewalks. The long-term project list identified in the Transportation Plan Chapter 5 would implement the orange LOS for primary routes and green LOS for secondary routes.

Bike

A future bike network was identified and is shown on Figure 4-4. The bike LOS was identified through an understanding of the availability of bike facilities along designated routes. Bike facilities could include sharrows, dedicated bike lanes, or protected bike lanes. A green LOS is the standard for the bike routes. Like the pedestrian LOS, Sumner utilizes these bike standards to prioritize investments in the non-motorized transportation network and identify where significant gaps in the system need to be addressed to serve the City's land use plan.

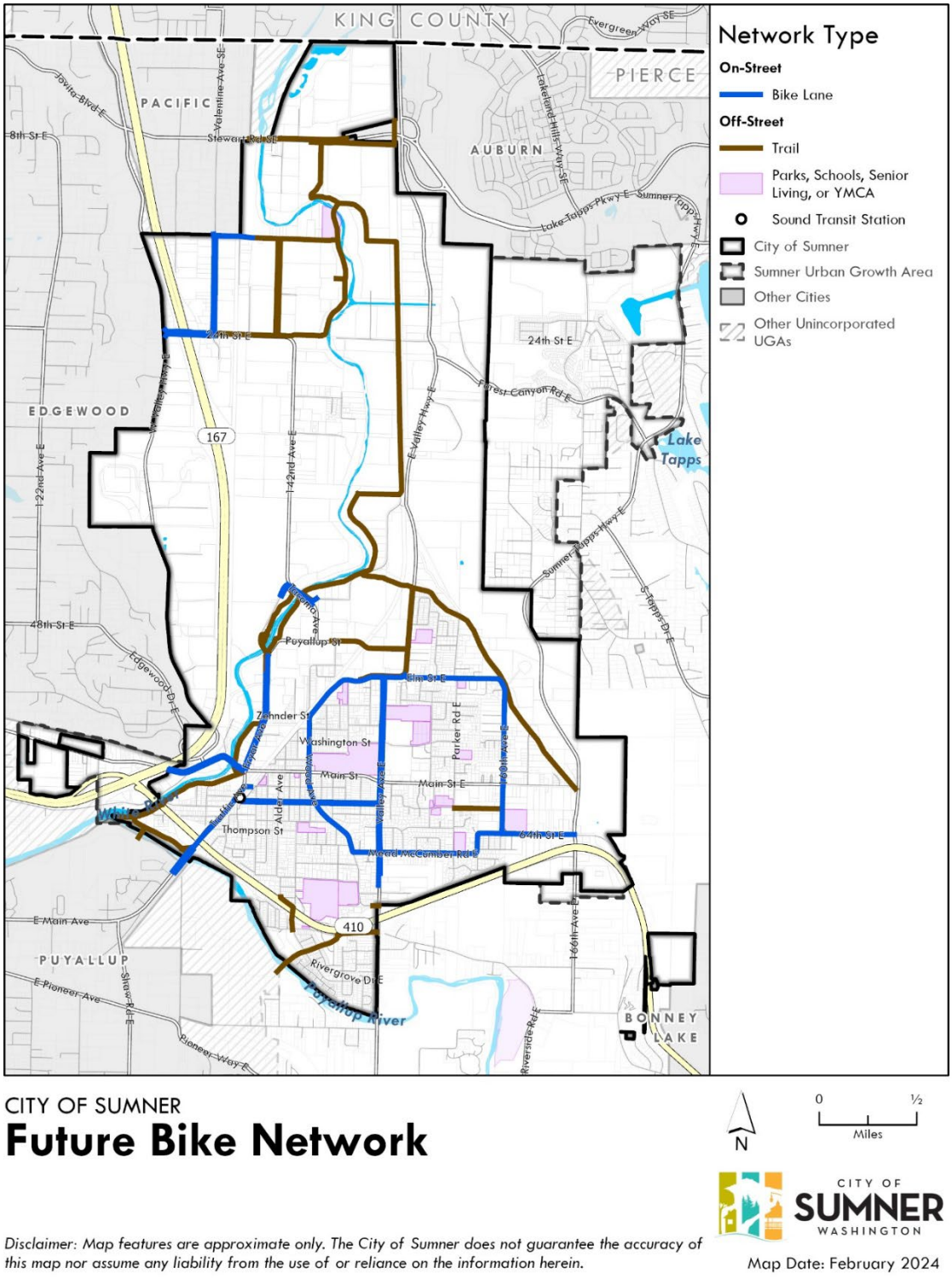
The LOS analysis for the bike network is shown on Figure 4-6. The LOS is determined by comparing the 2044 future bike network to the existing, planned, and funded bike network. The bike LOS analysis shows that bike connectivity east-west is limited and there is a lack of facilities within the east part of Sumner. The East Sumner Subarea Plan envisioned additional bike connectivity in this area as development occurred. The long-term project list identified in Table 6-7 would implement the green LOS for bike routes.

Figure 4-3: Future Pedestrian Network



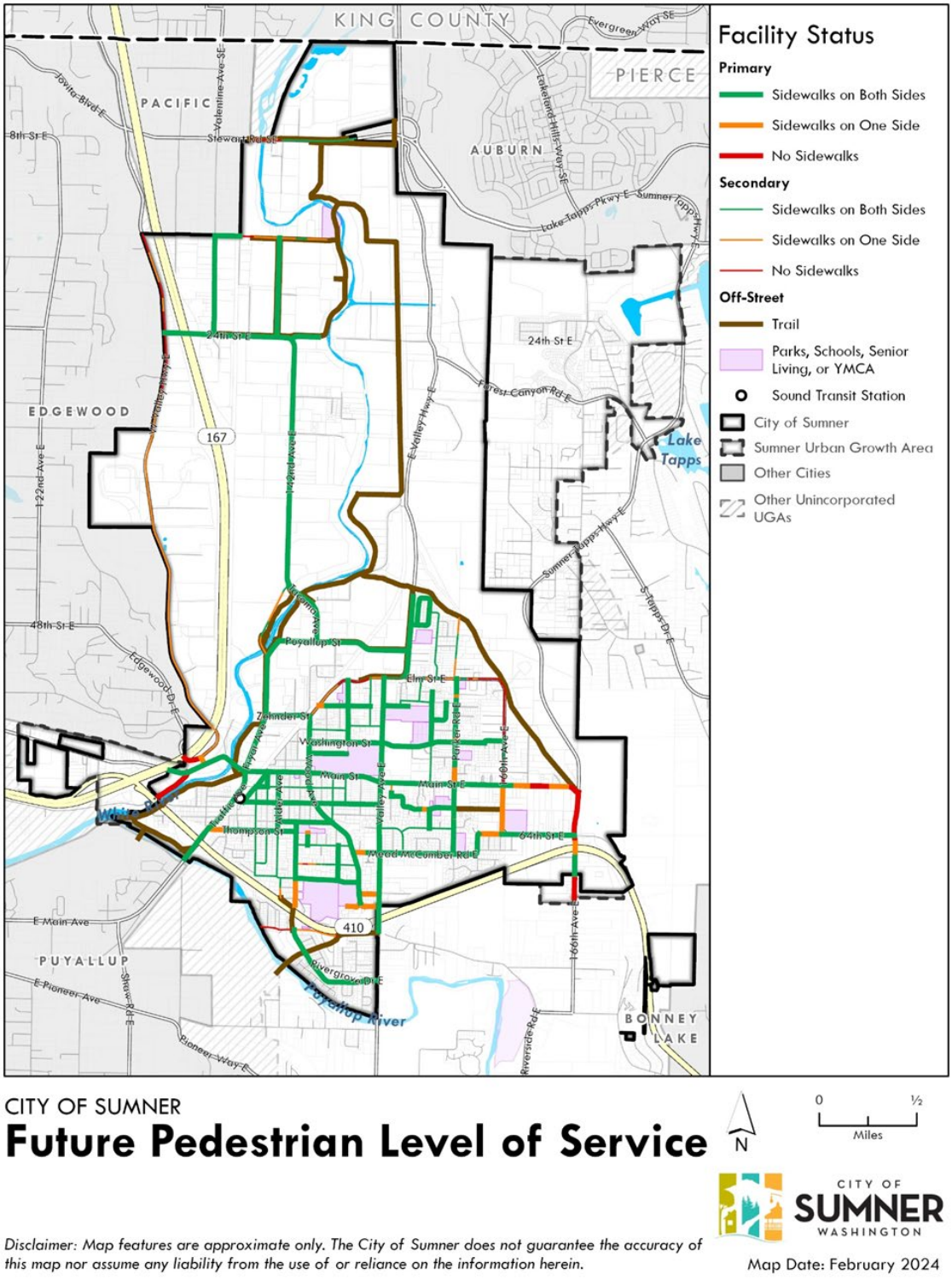
Source: City of Sumner, 2024; Transpo, 2024.

Figure 4-4: Future Bicycle Network



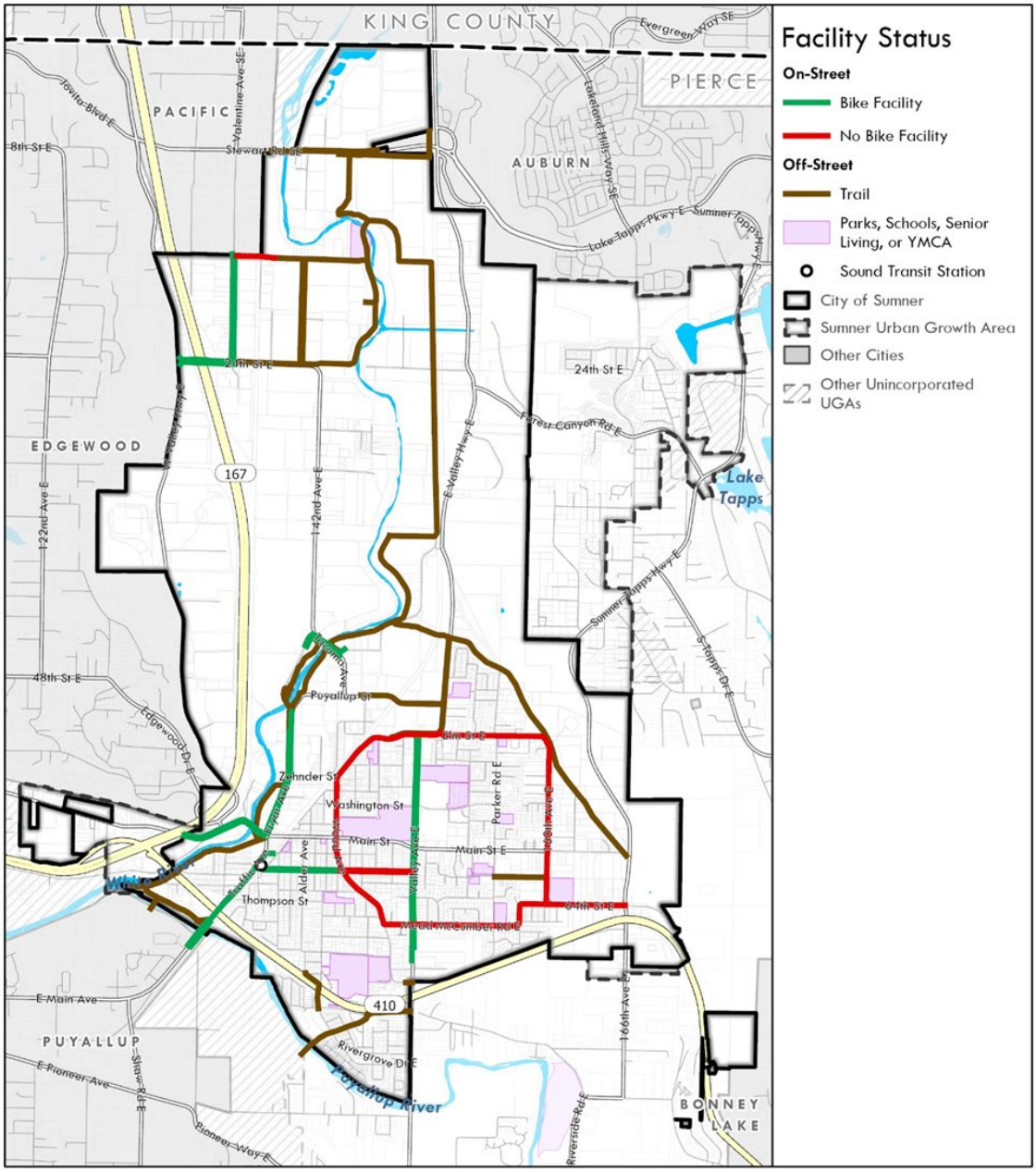
Source: City of Sumner, 2024; Transpo, 2024.

Figure 4-5: Future Pedestrian Level of Service



Source: City of Sumner, 2024; Transpo, 2024.

Figure 4-6: Future Bike Level of Service



Source: City of Sumner, 2024; Transpo, 2024.

Chapter 5: Existing Deficiencies, Future Needs, and Recommendations

5.1 Introduction

The Capital Facilities Plan is required by GMA to identify deficiencies in capital facilities, which are not eligible for development impact fee support. City facilities that are deficient are those that do not now exist in number, size, or location to satisfy levels of service as set forth in City plans for its existing populations.

This chapter also identifies deficits that may occur in the future if new facilities are not added as the City grows through 2044 and recommendations to address these deficits.

5.2 General Government Facilities

Existing Deficiencies

There is currently a deficit of 1 police officer, as shown in Table 5-2. The City has also identified existing capacity issues for general government and police facilities. Space for general government is at capacity, with some staff working from temporary construction trailers. The Police Department has identified needs beyond office space provided in the current area at City Hall including secure evidence storage, prisoner holding cells, a BAC processing area, secure records storage, an exercise area, restroom, locker facilities, private interview rooms, and secure police vehicle storage and equipment storage.

Future Needs and Recommendations

There is expected to be a deficit of 6,537 square feet of general government buildings by 2044 based on the updated LOS and city population (see Table 5-1). Police facilities are expected to have a deficit of 3,812 s.f. Public Works Shops would also see a deficit by 2044 with the current facilities, but the City is in the process of replacing the existing shops with a new 83,050 square-foot facility, which exceeds 2044 needs.

Table 5-1: City Government Buildings LOS Deficits

	Required LOS (s.f./capita)	Exist. Area (s.f.)	2022 need (City Pop. 10,800)	2044 need (City Pop. 15,525)	Surplus/Deficit (s.f.)	
					2022	2044
General Government	1.36	14,577	14,577	21,114	-	(6,537)
Police	294 s.f./employee	7,654	7,654	11,466	-	(3,812)
Public Works Shops	1.80	17,136	19,440	27,945	(2,304)	(10,809)

Table 5-2: Police LOS Deficits

	Required LOS	Existing	2022 need (City Pop. 10,800)	2044 need (City Pop. 15,525)	Surplus/Deficit (s.f.)	
					2022	2044
Police Officers	2 per 1,000 population	21	22	31	(1)	(10)

10 additional police officers will also be needed to serve the 2044 population at 2 commissioned officers per 1,000 population.

If the City were to annex the UGA during the planning period, square footage and police officer needs would increase to 13,524 s.f. and 37 police officers.

5.3 Water Facilities

Existing Deficiencies

Deficiencies in the water system are identified in the 2020 Water System Plan, summarized in the excerpts below:

Distribution System

"The City plans to continue to expand the water system as development occurs. The City also has existing pipes that need replacement due to age, disrepair, or lack of capacity."

Source Improvements

"The City of Sumner's existing source water rights capacity is sufficient to meet the projected MDD through 2038. The City has filed application G2-30534 to increase the approved combined withdrawal rate from the West, South, and Central Wells from 1,250 gpm to 2,250

gpm. Pending approval of this application by 2024, the City will have sufficient production capacity to meet the source reliability criteria…"

Storage Improvements

"The City of Sumner has adequate storage capacity projected through 2038. Storage improvement projects detailed herein are not related to storage capacity, but address tank site and functionality improvements."

Operations and Maintenance

"Although the City continues to operate and maintain the system, additional projects have been identified to increase the operational effectiveness of the system. The Water Use Efficiency Program also implements requirements for additional operations and maintenance projects."

Future Needs and Recommendations

The Sumner Water System Plan anticipates growth to 2068 and associated strategies and investments. Growth assumptions for the 2068 high growth scenario in the Water System Plan are higher than the planned growth, and it is possible that the 2044 growth could be accommodated. Growth timing can be addressed through regular monitoring and capital planning, as the Water System Plan is updated every 6-10 years.

5.4 Sanitary Sewer

Existing Deficiencies

Table 7-3 in the 2020 Sanitary Sewer Plan describes existing gravity sewer deficiencies. There are no pump station or force main deficiencies.

Future Needs and Recommendations

The 2020 Sanitary Sewer Plan identifies projected deficiencies through 2038 (Section 7.8.4). Population and job growth to 2044 generally aligns with the projected growth rate through 2038 in the Sanitary Sewer Plan.

Chapter 10 of the 2020 Sanitary Sewer Plan lists capital projects to correct deficiencies and upgrade and expand the system. This includes a 20-year capital improvement program through 2038.

5.5 Stormwater Facilities

The 2020 Stormwater Capital Improvement Plan outlines recommended capital improvement projects based on existing deficiencies in the system.

5.6 Parks Facilities

Existing Deficiencies

No existing deficiencies for parks and recreation facilities are identified based on the 2024 Sumner resident equivalent population and minimum levels of service, as the level of service is based on 2024 conditions.

Future Needs and Recommendations

City population and job growth to 2044 is likely to result in deficits for active recreation facilities, informal recreation facilities, and parks.

The City will also need to invest $1,652 per resident equivalent to meet the minimum LOS, which could amount to more than $7.5 million for growth occurring through 2044.

To achieve the City's target LOS, Sumner would need to make further investments in active recreation facilities, informal recreation facilities, parks, and open space and tree canopy, in addition to targeted investments to ensure all residents have access to a park within a 10-minute walk. To meet the target level of investment of $2,148 per resident equivalent, the City would need to invest more than $9.8 million in the parks system through 2044.

5.7 Fire Facilities

Existing Deficiencies

Staffing at Station 113 meets the minimum recommended firefighters per the 2015 CFP. In 2022, EPFR's urban response was slightly below target levels of service.

Future Needs and Recommendations

The increase in number of calls requiring dispatch means that Station 113 may struggle to meet minimum levels of service in coming years. To meet LOS standards for first-due response units and minimum ERF through 2044, EPFR's staffing of fire stations serving the current area should be increased by at least 2 / 3 fire personnel.

For EPFR to achieve all the LOS standards necessary to accomplish critical tasking, mount an effective response force, and achieve acceptable response times, additional fire stations strategically located in the current plan area may also be required. Plans for additional stations are described in Chapter 6.

5.8 Public School Facilities

Sumner-Bonney Lake School District

Existing Deficiencies

As described in Table 4-9, Sumner High School, Daffodil Valley Elementary, and Maple Lawn Elementary are currently enrolled over their student capacity.

Future Needs and Recommendations

Based on school capacity, current enrollment, and projected additional students, the Sumner-Bonney Lake School District is expected to need to add capacity in Sumner before 2044, particularly for elementary and high school students. See Table 5-3.

Table 5-3: Sumner-Bonney Lake School District Projected Capacity Deficit/Surplus

School Type	Total Capacity (Students)	2022-2023 Total Enrollment (Students)	2044 Projected Additional Students (City only)	2044 Projected Total Students	2044 Projected Capacity Deficit/Surplus
Elementary School	935	1,126	413	1,539	(604)
Middle School	722	681	156	837	(115)
High School	1,260	1,844	113	1,957	(697)

Source: Sumner-Bonney Lake School District Capital Facilities Plan 2021-2027; BERK, 2024.
Note: The total student count and deficit/surplus accounts for existing students and growth in Sumner. It does not account for growth outside of city limits.

The Sumner-Bonney Lake School District updates its Capital Facilities Plan typically annually, which allows the district to plan for future capacity needs. The district will consider projected growth in Sumner and in other parts of the service area in planning future projects.

The 2021-2027 Sumney-Bonney Lake School District Capital Facilities Plan identifies a project in 2023 to add net capacity for 1,660 high school students at Sumner High School, which is expected to be enough capacity to serve growth through 2044 within Sumner city limits. However, Sumner High School serves areas outside of Sumner, and the district will need to consider how growth in those locations will affect capacity long-term. The school district also allows waivers from other schools, which will also affect facility planning.

No projects are identified by the district for middle school or elementary capacity increases in Sumner before 2027. The plan does anticipate districtwide needs for two more elementary

schools, a new middle school, and potentially new or expanded high school facilities beyond 2027. This facility planning is in part due to development of the Tehaleh planned community, located outside of Sumner.

Dieringer School District

Existing Deficiencies

As shown in Table 4-13, Lake Tapps Elementary school is already enrolled over capacity by 26 percent.

Future Needs and Recommendations

The Dieringer School District is also expected to need to add capacity by 2044. While growth in Sumner is expected to only add a few students (since most of Sumner is not within the Dieringer School District), there will be growth in other parts of the district that will further affect capacity. See Table 5-4.

Table 5-4: Dieringer School District Projected Capacity Deficit/Surplus

School Type	Total Capacity (Students)	2022-2023 Total Enrollment (Students)	2044 Projected Additional Students (City only)	2044 Projected Total Students	2044 Projected Capacity Deficit/Surplus
Elementary School	865	923	3	926	(61)
Middle School	536	521	1	522	14

Source: Dieringer School District Capital Facilities Plan, 2021-2026, 2020; BERK, 2024.
Note: The total student count and deficit/surplus accounts for existing students and growth in Sumner. It does not account for growth outside of city limits.

The Dieringer School District updates its Capital Facilities Plan every few years, which is an opportunity to plan for future needs. The district will consider impacts of growth in Sumner and in other parts of its service area in its capital facilities planning process. The district's 2020 plan identifies a project for a new elementary school ("Elementary #3"), adding capacity for 433 more students, which will help address elementary school needs. There are no projects identified through 2026 for capacity increases for middle schools—while growth in Sumner city limits is not expected to cause capacity issues, this growth combined with growth in other parts of the service area could cause a deficit. The district will need to address 2044 projected needs in their future Capital Facilities Plan updates.

5.9 Transportation Facilities

Existing Deficiencies

The Transportation Plan sets forth the current and future deficiencies in the city's transportation network. See the Transportation Improvement Program in **Appendix D.**

Future Needs and Recommendations

The Transportation Plan sets forth a list of 20-year Transportation Improvement Projects to address projected growth, shown in Table 6-7.

Chapter 6: Capital Facilities Plan Projects and Financial Plans

6.1 Capital Facilities Plan Projects

General Government Facilities

The City has identified several projects relating to general government facilities over the next six years (Table 6-1).

Table 6-1: General Government Facilities Capital Improvement Plan–2023-2028

Project	Funding Source	2023	2024	2025	2026	2027	2028	Total
City Hall - HVAC Replacement	Facilities Capital Fund	25,000	25,000	-	-	-	-	50,000
City Hall - Roof Replacement	Facilities Capital Fund	350,000	-	-	-	-	-	350,000
Senior Center - Exterior Painting	Facilities Capital Fund	40,000	-	-	-	-	-	40,000
		540,000	**25,000**	**0**	**0**	**0**	**0**	**565,000**

Source: Sumner 2023-2024 Budget.

The above projects do not add square footage to any facility and therefore do not impact LOS. However, the City's new public works facility, not included above, will also start construction in 2024-25, which will provide capacity above and beyond the adopted public works shops LOS for the projected 2044 population. As discussed above in Chapter 5, the City will also need to add square footage of general government facilities before 2044 to meet the adopted level of service. Additional police officers will also be needed.

The City will be considering options for increasing general government capacity that include expansion of existing facilities, acquiring land and building new facilities, or locating offices within other city facilities such as the planned Operations Facility or new events building at Heritage Park. These options need to be evaluated in a detailed facilities needs analysis that considers staffing demands, etc. Finally, funding plans for additional general government facilities will need to be considered based on the preferred options. There is not enough detail in the capital facilities plan to assess those details.

Water Facilities

The 2020 Capital Improvement Plan for water facilities (in the 2020 Water System Plan) has projects related to the distribution system, source improvements, storage, and operations and maintenance. The total for the 20 year duration of the Plan (2018-2038) is: $32.88 million.

Appendix B contains the Water System Capital Improvement Plan and Schedule.

Sanitary Sewer

The 2020 Capital Improvement Program for sanitary sewer shows a number of projects in the 20-year planning period (2018-2038) including sewer line extension, replacement, and relocation; wastewater treatment upgrades; pump and equipment replacement; totaling $8.81 million from 2018-2023 and $17.75 million from 2024-2038.

Appendix C contains the 2020 Sewer Capital Improvement Plan and Schedule.

Stormwater Facilities

The 2020 Stormwater Capital Improvement Plan includes projects scheduled through 2026 and projects for after 2026. These projects include levee improvements, culvert replacements, and numerous other system improvements totaling $82.7 million.

Table 6-2 contains the 2020 Stormwater Management Plan Capital Improvement Projects.

Table 6-2: Proposed Capital Improvement Projects, Stormwater

Capital Improvement Project	Project Priority[1]	Total Cost Year 2019	Year of Completion
CIP No. 1–Railroad Street Improvements	Medium	$353,000	2023
CIP No. 2 – 63rd Street Court E Improvements	High	$221,000	2022
CIP No. 3–151st Avenue E and 152nd Avenue E Improvements	Medium	$918,000	2026
CIP No. 4–63rd Street Court E Improvements	Medium	$293,000	2022
CIP No. 5–North 160th Avenue E Improvements	High	$1,051,000	2022
CIP No. 6–Willow Street Interceptor and Tributary Improvements	Medium	$2,098,000	2026
CIP No. 7–Meade McCumber Street Improvements	Medium	$282,000	2025

Capital Improvement Project	Project Priority[1]	Total Cost Year 2019	Year of Completion
CIP No. 8–162nd Ave E (Poole Road) Outfall Improvements	Low	$143,000	After 2026
CIP No. 9–47th Street Court E Culvert Improvements (CEG Site E)	High	$125,000	2024
CIP No. 10–160th Avenue E Culvert Improvements (CEG Sites H, I, 106th Ave E)	High	$1,451,000	2022
CIP No. 11–162nd Avenue E Culvert Improvements (CEG Sites J, K, L)	High	$365,000	2024
CIP No. 12–East Main Street Culvert Improvements	High-Medium	$41,000	2024
CIP No. 13–Salmon Creek Restoration	Medium	$675,000	2024
CIP No. 14–64th Street E Culvert Improvements	High-Medium	$675,000	2024
CIP No. 15–White River Levee Improvements	High-Medium	$3,800,000	2024
CIP No. 16– 24th Street Setback Levee	High-Medium	$45,123,000	After 2026
CIP No. 17–Rivergrove Puyallup River Improvements	Medium	$15,611,000	2026
CIP No. 18 – 24th and 142nd Intersection Treatment	High	$171,000	2021
CIP No. 19 – Stewart Road Pond Repair and Enhancement (full project)	High	$356,000	2022
CIP No. 20 – Treatment in Drainage District 11	Medium	$98,000	2026
CIP No. 21 – Wood Ave Conveyance, Zehnder to 16th	Low	$157,000	After 2026
CIP No. 22 – Meade Ave improvements one block south of Main St	High-Medium	$170,000	2023
CIP No. 23 – Sumner-Tapps Highway and 60th Street East	High	$100,000	2021
CIP No. 24 – SR 410/166th Ave E I/C	Medium	$4,427,000	2025
CIP No. 25 – Main Street and 160th Ave	Medium	$296,000	2023
CIP No. 26 – 62nd St: 166th Ave to 160th Ave E	Medium	$1,476,000	2022

Capital Improvement Project	Project Priority[1]	Total Cost Year 2019	Year of Completion
CIP No. 27 – Elm St: East Valley Highway to 160th Ave East	Medium	$1,063,000	2023
CIP No. 28 – Parker Road: 62nd to 63rd	Medium	$114,765	2023
CIP No. 29 – Parker Road: Main to 50th	Medium	$583,000	2024
CIP No. 30 – Sidewalk Replacement Program	High-Medium	$22,000	2024
CIP No. 31 – Volunteer Sidewalk Program	High-Medium	$35,000	2024
CIP No. 32 – Mountain Circle Outfall Replacement	Medium	$507,000	2024
Total Capital Asset Funds (Includes inflation) (City-funded only—exclude developer or LID-funded projects)		**$82,728,000**	

Source: 2020 Stormwater Capital Improvement Plan
High = Completed 0–5 years; Medium = Completed 5–10 years: low = Completed within 10–20 years

Parks Facilities

Parks and Opens Space capital projects biennium are listed in Table 6-3 and are based on the adopted 2023-24 Sumner budget. Projects outlined in the budget include replacement of Rainier View Park playground, continued funding of improvements to Seibenthaler Park and the proposed Bennet Park property, and projects to replace playground equipment, add shelters and picnic areas, totaling $5.13 million.

The City's Parks and Open Space Plan also identified capital projects through 2030, which are outlined in Table 6-4. Table 6-5 updates the project cost estimates with the most recent information and includes amounts potentially eligible to use impact fees. Impact fees can only be used for projects that add capacity to serve growth.

Table 6-3: Improvement Plan for Parks and Open Space — 2023-2028

Facility	Funding Sources	2023	2024	2025	2026	2027	2028	Total
Seibenthaler Park	Parks & Trail Capital		1,525,000					1,525,000
Loyalty Park Improvement		250,000						250,000
Rainier View Park		795,545						795,545
Bennett Park Property			868,170					868,170
TC: Heritage Park Remediation		860,000						860,000
Trails - Fryar Ave		453,696	378,696					832,392
		2,359,241	**2,771,866**	**0**	**0**	**0**	**0**	**5,131,107**

Source: Sumner 2023/2024 Adopted Budget

Table 6-4: 2024 Parks and Trails Plan Capital Projects

Site/Project	RCO*	2024	2025	2026	2027	2028	2029	2030
Rainier View								
Covered Court (Funded)	A, D, G, H, I	$ 937,000						
Misc Site Improvements			$ 100,000					
Heritage								
Alley	I, J, K		$2,160,000					
Park & Playground	A, G, H, I				$5,415,000			
Building	K					$7,000,000		
Lucy V. Ryan								
Master Plan	A, K		$ 25,000					
Demo			$ 185,000					
Development	A, K			$ 100,000				
Loyalty								
Drainage & Site Improvements	A, G, H, I		$ 109,000					
Picnic/Shade Shelter	A, G, H, I		$ 25,000					
Expansion & Parking	A, G, H, I		$ 700,000					
Heath Sports								
Field	A, D, E, I			$ 3,000,000				
Lighting	A, D, I			$ 600,000				
Fencing	A, D, I			$ 375,000				
Pump & Sk8	A, D, I							$ 995,000
Picnic & Pathways	A, D, I				$ 365,000			
Seibenthaler								
Site Improvements (phases)	A, D, F, G, H, I			$ 3,750,000			$3,750,000	$2,910,529
ROW Improvements					$ 352,700			
Bennett								
Site Improvements (phases)	A, D, F, G, H, I			$ 2,250,000			$3,575,000	$2,792,317
Qunell								
Master Plan	A, D, F, G, H, I		$ 35,000					
Site Improvements	A, D, F, G, H, I				$1,090,000			
New & Expanding Parks								
Master Site Plan						$ 200,000		
Acquisition						$1,000,000		
Minimum Park Standard Investment						$1,000,000		
TOTALS		$ 937,000	$3,339,000	$10,075,000	$7,222,700	$9,200,000	$7,325,000	$6,697,846

A RCO WWRP Local Parks
B RCO WWRP Trails
C RCO WWRP Habitat
D RCO Youth Athletic Facilities
E RCO Community Outdoor Athletic Facilities
F RCO Land Water Conservation Fund
G RCO No Child Left Behind
H RCO Outdoor Learning Grants
I Sumner Park Impact Fees
J Sumner Transportation Improvement Program
K Dept. of Commerce Economic Development Grant

Source: Sumner 2024 Parks & Trails Plan.

Table 6-5: Updated Park Project Estimates and Impact Fees

Project	Park	Updated Estimate (2024$)	Amount Potentially Eligible for Impact Fees
Covered Court (Funded)	Rainier View	$937,000	$0 (already completed)
Misc Site Improvements	Rainier View	$100,000	$0
Alley	Heritage	$1,673,412	$1,673,412
Park & Playground	Heritage	$1,253,458	$1,253,458
Building	Heritage	$11,700,000	$0
Master Plan	Lucy V. Ryan	$75,000	$0
Demo	Lucy V. Ryan	$185,000	$0
Development	Lucy V. Ryan	$100,000	$100,000
Drainage & Site Improvements	Loyalty	$109,000	$0
Picnic/Shade Shelter	Loyalty	$25,000	$25,000
Expansion & Parking	Loyalty	$700,000	$700,000
Field	Heath Sports	$3,000,000	$1,000,000
Lighting	Heath Sports	$600,000	$0
Fencing	Heath Sports	$375,000	$0
Pump & Sk8	Heath Sports	$1,200,000	$1,200,000
Picnic & Pathways	Heath Sports	$365,000	$91,250
Site Improvements (phases)	Seibenthaler	$9,756,000	$3,219,480
ROW Improvements	Seibenthaler	$352,700	$0
Site Improvements (phases)	Bennett	$10,157,000	$10,157,000
Master Plan	Qunell	$35,000	$0
Site Improvements	Qunell	$1,090,000	$1,090,000
Master Site Plan	New & Expanding Parks	$200,000	$0
Acquisition	New & Expanding Parks	$1,000,000	$1,000,000
Minimum Park Standard Investment	New & Expanding Parks	$1,000,000	$1,000,000
Total		**$45,988,570**	**$22,509,600**

Fire Facilities

A voter-approved bond passed in 2018 in the East Pierce Fire and Rescue district. This bond made it possible for EPFR to upgrade or re-construct five fire stations in the district. In Autumn 2021, station 118 broke ground and is near completion. Construction of Bonney Lake Fire Station (headquarters) began in Autumn 2022 and is anticipated to be completed in early 2024. Two more stations, Station 117, and Station 114 will begin construction in 2023 and fire station 124 is slated for a renovation in 2024. A Full list of EPFR projects and their status can be found on the EPFR website or below in Table 6-6**.**

Table 6-6: Improvement Plan for Fire and Emergency Services — 2023 - 2024

Station	Status	Cost Estimate	Estimated Date of Completion	Notes
118	Under Construction	8,367,000	2023	Construction of new 17,100 sq. foot fire station and apparatus storage area
111	Under Construction	18,950,000	2024	Construction of new 36,000 sq. foot, two-story fire station with administrative offices for EPFR headquarters and fire apparatus storage.
117	Contract Awarded	9,266,000	2024	Construction of new 16,000 sq. foot fire facility and fire apparatus storage area.
114	Contract Awarded	7,425,000	2024	demolition of existing fire station, construction of new 10,000 sq. foot fire station and apparatus storage area
124	Invitation to Bid out	N/A	2024	Kitchen, Electrical, and Plumbing renovations for Station 124.

Source: East Pierce Fire and Rescue 2018 Capital Facilities Plan

While none of the voter-approved bonds will go directly to Station 113 renovations, additional capacity, updated facilities, and new stations elsewhere in the district can increase the overall level of service within Sumner due to equipment, staff, and dispatch overlap. Most

recent data show that Station 113 was at 80%-unit reliability meaning that the station's staff responded to 80% of calls within the City of Sumner. The remaining 20% of calls were responded to from elsewhere in the fire district and updated facilities elsewhere in the district can help close the level of service deficits that are both ongoing and would be exacerbated in the coming decades without intervention.

Public School Facilities

The 2021-2027 Sumner-Bonney Lake School District Capital Facilities Plan is adopted in this plan by reference. Portion of qualifying improvements can be paid for through school mitigation fees. The fees are intended to cover the cost of development between the time of the impact and the time taxes from developed properties begin to cover costs. The City Council has elected to adopt the school mitigation fee and to determine how much the fee will be.

The district's financing plan shows various sources of funding identified for the District, including State school money and impact fees. Appendix E shows capital improvement projects planned for the next six years and their estimated costs and funding sources. The local funding sources listed in the capital projects and finance plan include bond revenue, impact fees, and other District funds. Longer-term capital projects are still in early planning phases and estimated costs and funding sources have yet to be determined.

The 2021-2026 Dieringer School District Capital Facilities Plan is also adopted in this plan by reference. The plan includes several capital projects to add student capacity and a summary of revenue sources and use of funds from 2020-2025.

Appendix E contains the summary of the Sumner Bonney-Lake School District and Dieringer School District calculations for school impact fees, which are collected through an ordinance adopted by the City.

Transportation Facilities

The 2024 Transportation Plan contains numerous transportation improvements and projects that will be necessary to maintain the level of service. The projects will be funded through a combination of federal, state, and local general fund monies.

Appendix D contains the Six-year Transportation Improvement Program. Table 6-7 includes a list of 20-year needs and costs from the Transportation Plan.

Table 6-7: 20-Year Transportation Improvement Projects and Costs

Map ID[1]	Title and Location	Description	Project Cost[2]
SP1	**E Valley Highway E/Forest Canyon Road E**	**Construction of a new signal or roundabout**	**$3,000,000**
SP2	Puyallup Street/Tacoma Avenue and overlay Puyallup Street to White River Bridge (WSDOT SUM-30)	Plane, repair, and overlay, complete intersection channelization improvements, add an eastbound left-turn pocket on Puyallup Street at Tacoma Avenue. Add a signal at the Puyallup Street/Tacoma Avenue intersection	$2,600,000
SP3	**E Valley Highway E/Elm Street E**	**New signal when warranted**	**$1,500,000**
SP4	**Valley Avenue/Elm Street E**	**New signal when warranted**	**$1,500,000**
SP5	**Traffic Avenue/Main Street**	**Add EB right-turn overlap. Convert W Main Street to one-way facility westbound.**	**$150,000**
SP6	Parker Road E/Main Street E	New signal when warranted	$1,650,000
SP7	160th Avenue E/Main Street (60th Street E)	New signal or RAB when warranted	$3,000,000
SP8	**Valley Avenue/74th Street E**	**Add EB/WB left-turn restrictions. Shift WB left-turns to U-turning movement at Valley Avenue/SR 410 EB Ramp RAB**	**$75,000**
SP9	Sumner Tapps Highway/60th Street E	Signalization of the intersection. Construct EB right-turn lane	$3,400,000
		Sport/Intersection Subtotal	*$16,875,000*
RW1	166th Avenue E Widening; SR 410 WB ramps to 64th St E (WSDOT SUM-24)	Widen to 4-5 lanes, includes new roundabouts at WB ramp and 64th Street E	$19,000,000

Map ID[1]	Title and Location	Description	Project Cost[2]
RW2	160th Avenue E; Main Street to 64th Street E	Improve and widen streets to minor arterial standards with bike paths and sidewalks	$500,000
RW3	Valley Avenue; South City Limits to Main Street	Overlay existing roadway surface, ADA upgrades	$1,850,750
RW4	Stewart Rd Corridor ITS improvements; SR 167 to Lakeland Hills (WSDOT SUM-27)	Connect traffic signals and railroad crossings to coordinate signal timing	$3,500,000
RW5	160th Avenue E; Elm St to Main Street	Improve to collector standards with curb, gutter, sidewalks on both sides, and bike facilities	$2,900,000
RW6	Elm Street; E Valley Hwy to 160th Avenue E	Improve to collector standards with curb, gutter, sidewalks on both sides, and bike facilities	$2,600,000
RW7	Parker Road E; 62nd Street to 63rd Street	Construct curb, gutter, and sidewalk on east side of street	$250,000
RW8	Parker Road E; Main Street to Elm Street	Improve to collector standards with curb, gutter, and sidewalks on both sides	$1,300,000
RW9	Zehnder Street; Pease Avenue to Wood Avenue	Railroad Crossing Improvements	$1,000,000
RW10	162nd Avenue E Segment Extension; 64th Street to 60th Street	Construct 2-lane facility	$3,000,000
RW11	164th Avenue Court E Segment Extension; 160th Avenue E to existing 164th Avenue Court E	Construct 2-lane facility	$2,000,000

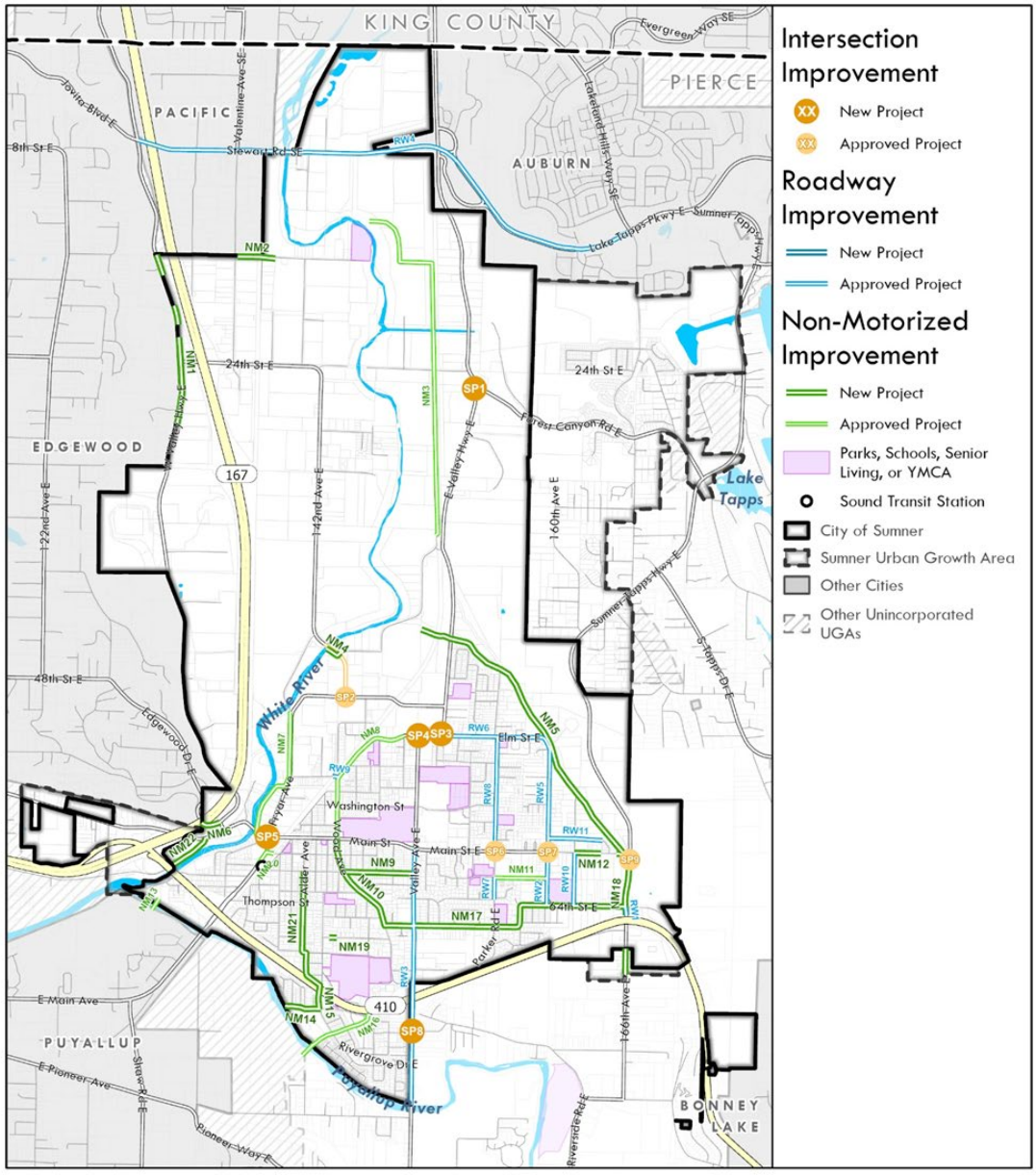
Map ID[1]	Title and Location	Description	Project Cost[2]
RW12	Systemic Horizontal Curve and Roadway Departure Safety Improvements (WSDOT SUM-28)	East Valley Highway, West Valley Highway, Sumner-Tapps Highway/166th Avenue E, 142nd Avenue E/24th Street E. Install static and/or dynamic curve warning signs, speed feedback signs, centerline and edge lie profiled striping, rumble strips, reflective markers on-pavement as appropriate to delineate roadside objects, channelization, guardrail/roadway shouldering, and street lighting	$903,000
-	Stewart Road SW: Butte Avenue SE to 140th Avenue Court E4	Widen to 5 lanes including a center two-way left-turn lane	-
		Roadway Subtotal	*$38,803,750*
NM1	**West Valley Highway Sidewalks**	**Complete missing sidewalk facilities on the east side between 16th Street E and SR 167 SB Ramps**	**$1,000,000**
NM2	**16th Street E Ped/Bike**	**Construct ped/bike facilities between Valentine Avenue and 138th Avenue E**	**$2,000,000**
NM3	White River Restoration Tail	#9 Ditch to area north of 16th Street	$3,000,000
NM4	**Tacoma Avenue Trail**	**New trail facilities between the White River and 45th Street E**	**$150,000**
NM5	**Salmon Creek Trail**	**New trail between current end at 149th Avenue E and Sumner-Tapps Highway E**	**$3,000,000**
NM6	**Edgewood Drive Sidewalks**	**Complete missing sidewalk facilities between SR 167 and Sumner Heights Drive E**	**$550,000**
NM7	Fryar Avenue Trail (WSDOT SUM-17)	West Main Street to Puyallup Street	$7,200,000
NM8	Zehnder Street/Elm Street Sidewalks	"Construct pedestrian and bike facilities. Bike lanes from Valley Avenue to Main Street Complete missing sidewalk facilities between Pease Avenue and Wright Avenue"	$1,600,000
NM9	**Academy Street Bike Facilities**	**Construct bike facilities between Wood Avenue and Valley Avenue E**	**$800,000**

Map ID[1]	Title and Location	Description	Project Cost[2]
NM10	**Wood Avenue/Meade McCumber Road**	**Construct bike facilities between Main Street E and Valley Avenue**	**$1,800,000**
NM11	62nd Street Court E Trail	Construct trail east of 62nd Street Court E between Parker Road and 160th Avenue E	$1,000,000
NM12	**Main Street E Sidewalks**	**Construct missing sidewalk facilities between 162nd Avenue E and Sumner-Tapps Highway E**	**$575,000**
NM13	Puyallup River Crossing	Over White River. Two-part project: 1. Study best location for trail crossing 2. Construct ped/bike trail crossing	$4,000,000
NM 14	**Construct sidewalks on one side of 72nd Street E**	**Between River Street and 143rd Avenue E**	**$250,000**
NM15	Rivergrove Pedestrian Bridge (WSDOT SUM-29)	Trail overpass connecting the vicinity of Alder Ave. to 143rd Ave. E over SR 410	$11,200,000
NM16	Puyallup River Trail Bridge	Bridge and trail connections to the Foothills Trail. Trail overpass connecting 144th Ave E to 143rd Ave E	$6,000,000
NM17	**Mead McCumber Road/64th Street E Non-motor**	**Construct pedestrian and bike facilities between Valley Avenue E and Sumner-Tapps Highway**	**$900,000**
NM18	**Sumner-Tapps Highway Sidewalks**	**Construct missing sidewalk facilities between Main Street E and the southern City Limits**	**$1,000,000**
NM19	**Rainier Street Sidewalks**	**Construct missing sidewalk facilities between Sumner Avenue and Guptil Avenue**	**$150,000**
NM20	Traffic Avenue Pedestrian Signal (WSDOT SUM-25)	Replace existing pedestrian rectangular rapid flashing beacon with pedestrian signal	$616,753
NM21	**Alder Avenue Sidewalks**	**Construct pedestrian and bike facilities between SR 410 and Academy Street**	**$950,000**
NM22	**Houston Road E Sidewalks**	**Construct pedestrian facilities between Valley Avenue E and the west City limits**	**$850,000**

Map ID[1]	Title and Location	Description	Project Cost[2]
		Non-Motorized Subtotal	*$48,591,753*
		Total	***$104,270,503***

Notes for Table 6-7:
BOLD indicates a **new** project that has been identified based on the transportation analysis of the land use alternatives.
1. Map identification references to Exhibit 5-6, 20-Year Transportation Improvement Projects.
2. Project cost represents 2023 dollars. Source:
Transpo Group 2023
3. Identifies current WSDOT or grant funding.
4. This project is fully funded and will be completed before 2044; however, to remain eligible for transportation impact fees already set aside for the project, it is included on the 20-year project list.

Figure 6-1: 20-Year Improvement Projects



Source: City of Sumner, 2024; Transpo, 2024.

6.2 Financial Analysis

Overview

The revenue analysis of the Capital Facilities Plan supports the financing for providing facilities and services, as required by RCW 36.70A.070(3)(d). Revenue estimates, using assumptions that are based on historical trends, are used to represent realistic expectations for revenue that may be available for capital funding.

This revenue analysis looks at the City of Sumner's capital facility revenues for municipal services. Through identifying fiscal constraints in the future, and potential gap funding options, project prioritization can be incorporated into the capital planning process.

The revenue analysis provides an approximate forecast of future revenue sources. The numbers projected in this analysis are for planning purposes and do not account for sensitivities such as local, state, and federal policy, economic trends, and other factors.

Funding the Capital Facilities Plan

Estimated future revenues are projected for the Plan's 2024 – 2044 planning period, in year of expenditure dollars. The following revenue analysis is organized according to the following categories:

- **General Capital Revenues**. Revenues under the category of general capital revenues are the revenues required by law to be used for capital projects. The general capital revenues in Sumner consist of REET 1 and REET 2.
- **Dedicated Capital Revenues.** Dedicated revenues are required to be used for certain types of capital spending, outlined by the law. The dedicated capital revenues in Sumner include transportation impact fees, park impact fees, grants, interlocal awards, and other capital contributions.
- **Operating Transfers.** Operating transfers are revenue sources that are transferred to capital improvement funds from operating funds. Although these are not dedicated sources to be relied on for capital funding, it has been the historical practice of the City to regularly make transfers into capital improvement funds for projects. Any operating transfers from the General Fund for capital projects are defined through the regular biennial budget process.
- **Potential Policy Options.** There are additional policy tools and sources available to fund capital projects.

Assumptions

The assumptions used in this analysis may not align with the City's future budget assumptions around the same revenue sources as the purpose of the two analyses is different. The City's budget estimates how much money the City will have available for spending in the coming biennium while this CFP revenue analysis estimates how much revenue, that will be specifically allocated to capital projects, the City is likely to receive in total over the next six and 20 years.

The City's 2023-2024 budget identifies revenue sources for capital projects in this timeframe. Revenues are projected for 2025 to 2044 using various methodologies, depending on trends in historical revenues and best available information. These methodologies are as follows:

- Projecting revenues based on a historical per capita rate and growing based on population growth.
- Projecting revenues based on projected housing unit growth rates.
- Projecting revenues based on a constant historical value.
- Projecting revenues based on existing revenue projections.

Projected revenue amounts are shown in year of expenditure (YOE) dollars, meaning they are adjusted for future inflation. The inflation rate used in this analysis is 3.34%, which is the ten-year historical average inflation rate for Seattle-Tacoma-Bellevue. Population growth and housing unit growth is assumed to be consistent with projections outlined in the City's Comprehensive Plan Land Use Element.

General Capital Revenues

REET 1 and 2

Real Estate Excise Tax (REET) revenues are collected on property sales at the point of sale. They are required by law to be spent on capital projects. REET is based on the total value of real estate transactions in a given year, and the amount received annually can vary significantly based on fluctuations in the real estate market and trends in the economy.

Sumner is authorized by the state to impose two separate REET levies. REET 1 and REET 2 each allow for a levy of 0.25% on the assessed value of a sale, for a total tax of 0.5% of total assessed value. All proceeds must be used for capital spending or limited maintenance, as defined in RCW 35.43.040. REET 2 is more restricted than REET 1, as it may not be spent on acquisition of land for parks, recreation facilities, law enforcement facilities, fire protection facilities, trails, libraries, or administrative or judicial facilities (RCW 82.46.035). REET 2,

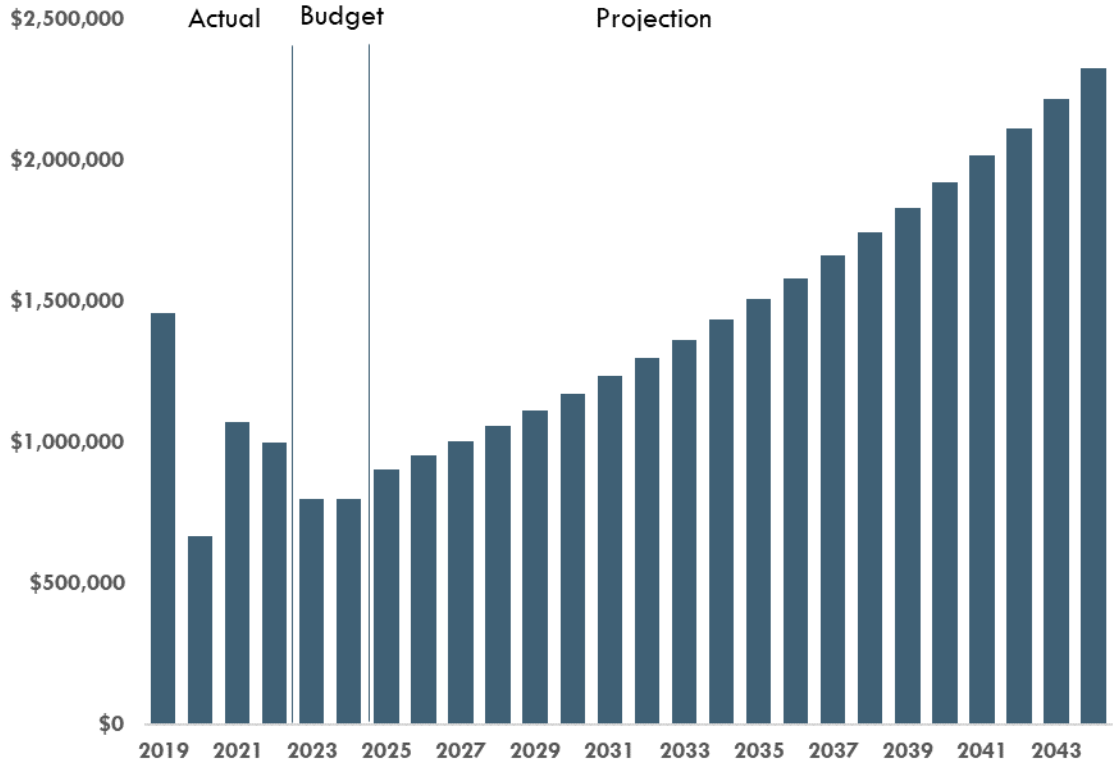
specifically, can only be levied by those cities and counties that are planning under GMA. For REET 2, the capital projects must be those specifically listed in RCW 82.46.035(5):

> *Public works projects of a local government for planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of streets, roads, highways, sidewalks, streets and road lighting systems, traffic signals, bridges, domestic water systems, storm and sanitary sewer systems, and planning, constructions, reconstruction, repair, rehabilitation, or improvement of parks.*

Sumner typically uses REET revenues to support City capital projects, leveraging REET funds as matches to generate successful grant applications from other sources.

REET revenues have historically averaged approximately $840,000 annually from 2018 to 2022. The projections in Figure 6-2 are based on the historical average amount annually adjusted for inflation.

Figure 6-2: REET Revenues, 2019-2044 (YOE$)



Notes: Projections shown above are designed to estimate expected cumulative revenues for the planning period; annual amounts shown above are not meant to reflect actual expected revenues in each specific year. Amounts are rounded to the nearest $1,000.
Sources: City of Sumner, 2023; City of Sumner 2023 – 2024 Biennial Budget; BERK, 2023.

Dedicated Capital Revenues

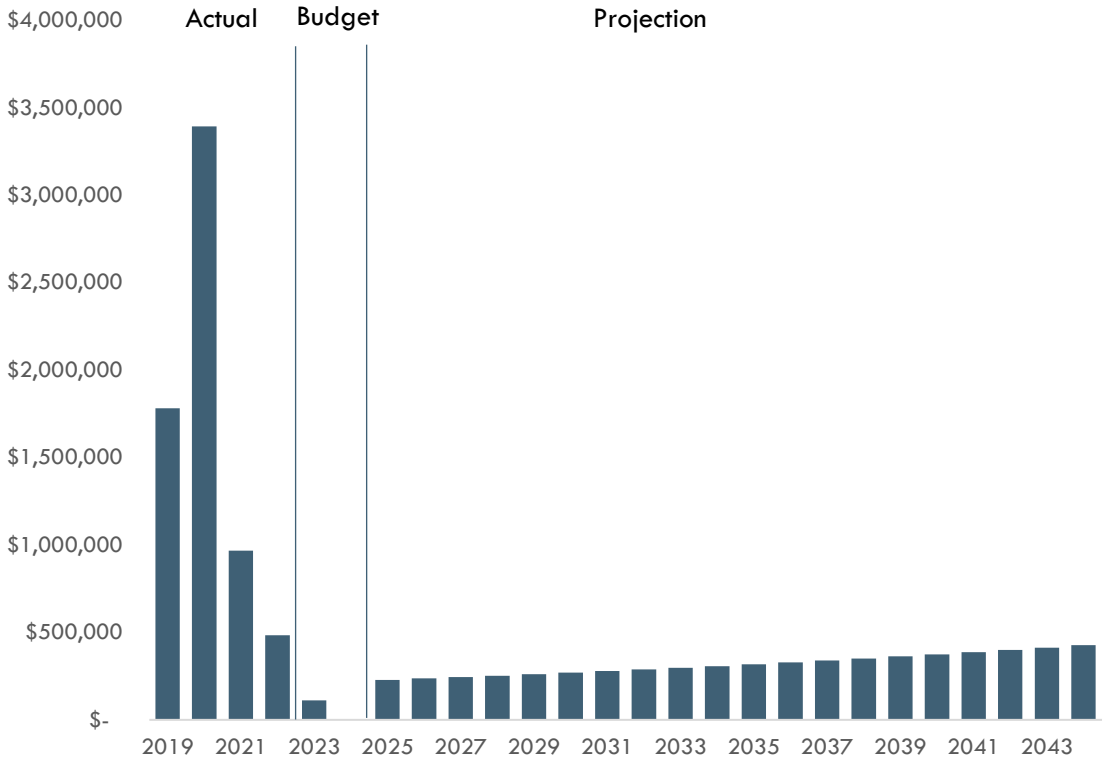
Transportation

The City has two capital funds for Transportation Projects: the Street Capital Fund and the Sidewalk Construction Fund. The Street Capital Fund accounts for capital expenditures relating to the City's transportation infrastructure. Funding sources for the Street Capital Fund include REET 1 and REET 2, impact fees, grants, and intergovernmental revenues from operating funds. The Sidewalk Construction Fund pays for sidewalk improvements and ADA-related projects. Funding sources for the Sidewalk Construction Fund include impact fees, grants, and intergovernmental revenues.

Transportation Impact Fees

Transportation impact fees are assessed on new development and used for projects to serve additional growth in the City. These revenues are collected in the Development Impact Fee Fund and transferred to the Street Capital Fund and Sidewalk Fund. Future transportation impact fee revenues are projected using the current (2024), single-family transportation impact fees (which are adjusted for inflation across future dates), and an estimate of annual housing units added through 2044. The Transportation Impact Fee is being adjusted in early 2025; see the 2025 Transportation Plan for details. This projection is relatively conservative because it is based on the development of housing units and does not include commercial or industrial development. The large amount of impact fee revenue collected between 2019 and 2022 reflects a higher level of development activity than is projected over the planning period. See Figure 6-3.

Figure 6-3: Transportation Impact Fee Revenues, 2019-2044 (YOE$)

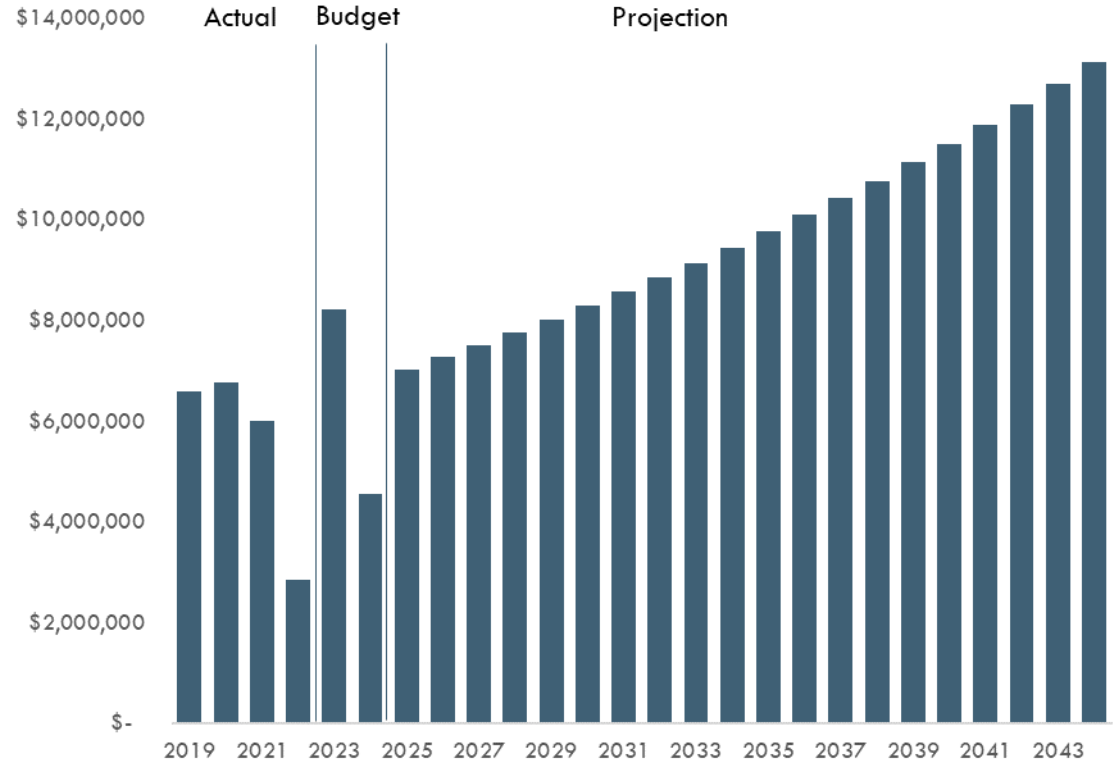


Notes: Projections shown above are designed to estimate expected cumulative revenues for the planning period; annual amounts shown above are not meant to reflect actual expected revenues in each specific year. Amounts are rounded to the nearest $1,000. Future transportation impact fees are projected using past rates, which are being adjusted in 2025.
Sources: City of Sumner, 2023; City of Sumner 2023 – 2024 Biennial Budget; BERK, 2023.

Transportation Grants

The City receives state and local grants to support transportation projects. These revenues have historically represented approximately $659 per capita, on average, from 2018 to 2022. Projections are based on the per capita average amount, annually adjusted for inflation. See Figure 6-4.

Figure 6-4: Transportation Grant Revenues, 2019-2044 (YOE$)



Notes: Projections shown above are designed to estimate expected cumulative revenues for the planning period; annual amounts shown above are not meant to reflect actual expected revenues in each specific year. Amounts are rounded to the nearest $1,000.
Sources: City of Sumner, 2023; City of Sumner 2023 – 2024 Biennial Budget; BERK, 2023.

Parks

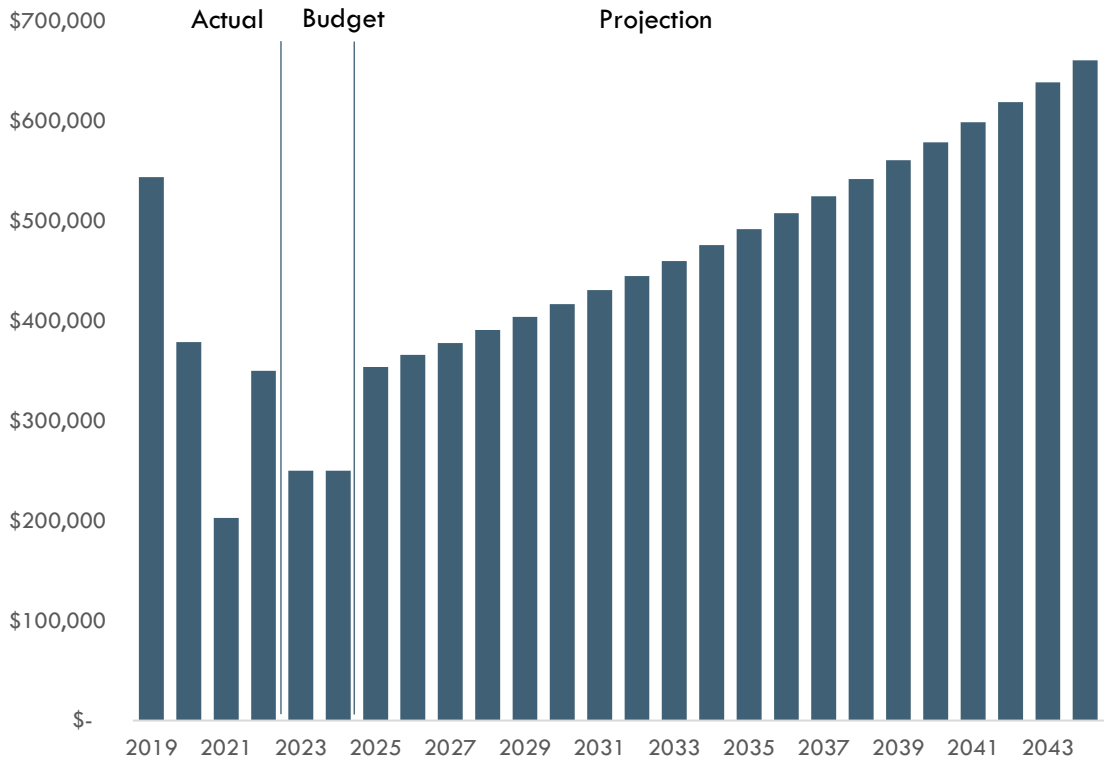
The City's Parks and Trails Capital Fund pays for parks and recreation capital projects. Funding sources for the Parks Capital Fund consist of REET 1 and 2, park impact fees, grants, and transfers in from operating funds.

Park Impact Fees

Park impact fees are collected on new residential dwelling units and on new commercial/industrial development. Park impact fees are restricted for the establishment of parks, open spaces, and recreational facilities to serve the expanding population of the city. These revenues are collected in the Development Impact Fee Fund and transferred to the Parks Capital Fund. Future parks impact fee revenues are projected using the current (2024), single-family park impact fees (which are adjusted for inflation across future dates) and an estimate of annual housing units added through 2044. This projection is relatively

conservative because it is based on the development of housing units and does not include commercial or industrial development. The Park Impact Fee is also expected to change in 2025 to reflect new analysis. The large amount of impact fee revenue collected between 2019 and 2022 reflects a higher level of development activity than is projected over the planning period. See Figure 6-5.

Figure 6-5: Park Impact Fee Revenue, 2019-2044 (YOE$)



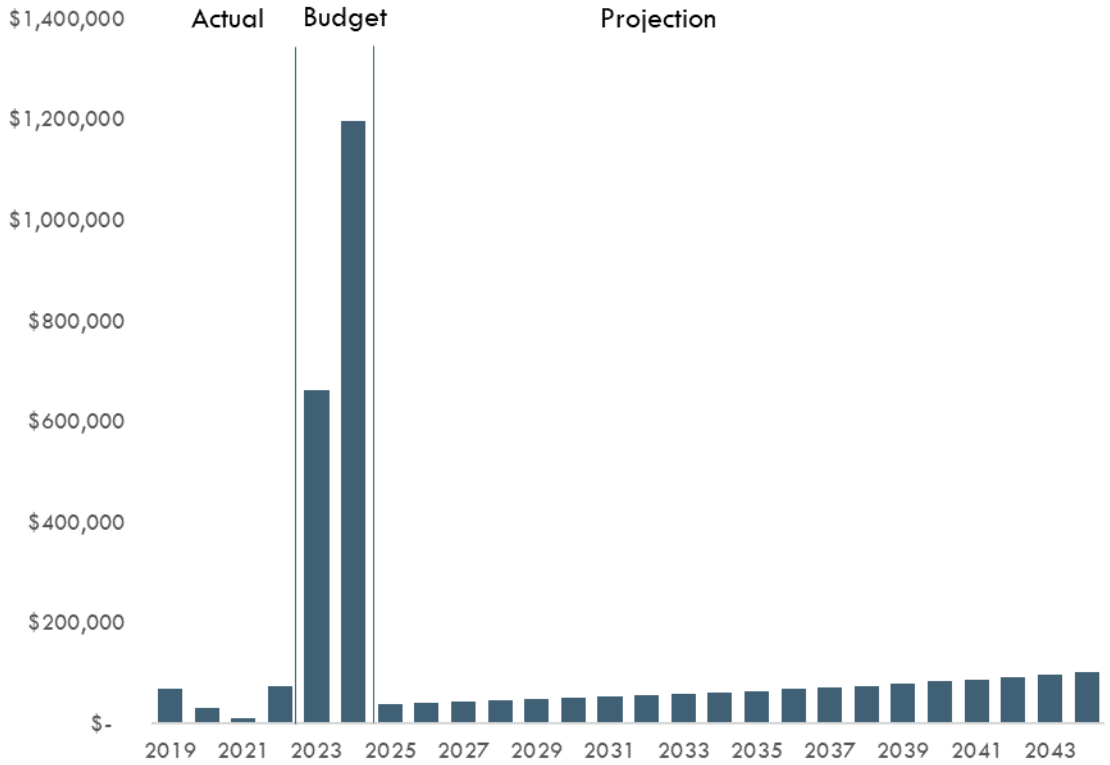
Notes: Projections shown above are designed to estimate expected cumulative revenues for the planning period; annual amounts shown above are not meant to reflect actual expected revenues in each specific year. Amounts are rounded to the nearest $1,000. Future parks impact fees are projected using past rates, which are being adjusted in 2025.
Sources: City of Sumner, 2023; City of Sumner 2023 – 2024 Biennial Budget; BERK, 2023.

Parks Grants

The City receives state and local grants to support parks projects. These revenues have historically represented approximately $4 per capita, on average, from 2018 to 2022. Projections are based on the per capita average amount, annually adjusted for inflation. See Figure 6-6. Grant revenue can vary significantly from year to year. The City is including a large amount of grant revenue from the State and Pierce County in the 2023-2024 budget. Future

projections reflect the historical average, which is smaller than this budgeted amount. The City noted that recreation grants are competitive and that Sumner does not always score highly when projects are reviewed.

Figure 6-6: Parks Grant Revenues, 2019-2044 (YOE$)



Notes: Projections shown above are designed to estimate expected cumulative revenues for the planning period; annual amounts shown above are not meant to reflect actual expected revenues in each specific year. Amounts are rounded to the nearest $1,000.
Sources: City of Sumner, 2023; City of Sumner 2023 – 2024 Biennial Budget; BERK, 2023.

Six-Year Cost and Revenue Comparison

This six-year comparison looks at the total dedicated revenue sources with the City's planned project costs for the six-year planning horizon of 2024-2029 in order to understand the difference between future dedicated capital costs and potential future revenues. This analysis is done for the six-year period rather than the 20-year period because project lists are constantly evolving, and a longer-term outlook would provide an increasingly less accurate estimate of a potential funding gap or surplus.

Table 6-8 details total estimated dedicated capital revenues and total estimated dedicated capital costs for the City over the six-year period. The City is projected to have sufficient revenues to pay for planned capital projects over the six-year period. Impact fees for transportation and parks are also expected to change in early 2025 to reflect new analysis and be better aligned with projected needs based on growth (see adopted Transportation Plan and Park Impact Fee Rate Study for details). The project costs reflect budgeted expenditures in the City's 2023-2024 budget and do not include costs from parks and transportation planning documents.

Table 6-8: Projected Total Capital Revenues and Costs, 2024-2029 (YOE$)

Category	Revenues and Costs
Estimated General Capital Revenues	$5,841,000
Estimated Transportation Dedicated Capital Revenues	$59,208,000
Estimated Parks Dedicated Capital Revenues	$3,723,000
Total Capital Revenues Available	**$68,772,000**
Total Capital Costs	$31,202,000
Estimated Funding Surplus / (Deficit)	$37,570,000

Notes: Projections shown above are designed to estimate expected cumulative revenues for the planning period. Amounts are rounded to the nearest $1,000. Analysis is based on 2024 adopted transportation and park impact fees, which are expected to change in 2025.
Sources: City of Sumner, 2023; City of Sumner 2023 – 2024 Biennial Budget; BERK, 2023.

Policy Options and Other Funding Sources

There are additional policy tools and sources available to the City to fund capital projects. These policy tools and sources include:

- **Property Tax Levy Lid Lift**. Per RCW 84.55.050, cities may increase property taxes by more than one percent with a levy lid lift. A levy lid lift occurs when taxing jurisdictions with a tax rate less than their statutory maximum rate ask voters to increase their tax rate to an amount equal to or less than the statutory maximum rate, effectively lifting the lid on the levy rate. Levy lid lifts are authorized through public vote, which requires a simple majority to pass. The use of the revenue would be defined at the time of the vote but could fund capital improvements or maintenance.
- **Special Taxing Districts**. The City could establish a special taxing district to collect additional revenue for capital projects or maintenance. One option is a Metropolitan Park District (MPD), which is formed to manage, maintain, or acquire park and recreation

facilities. The formation of an MPD requires voter approval. It is funded by a regular property tax levy. Another option is a Transportation Benefit District (TBD), which is funded by a vehicle license fee and/or a sales tax. TBD revenue may be used for transportation improvements included in a local, regional, or state transportation plan. Improvements can range from roads and transit service to sidewalks and transportation demand management. Construction, maintenance, and operation costs are eligible.

- **Automated Traffic Safety Cameras.** The City could use automated traffic safety cameras to detect violations.
- **Bonds.** The City has used and can use bonds to support capital facilities funding. The City anticipates issuing debt in the 2023-2024 budget to fund the Public Works Operations Facility.
- **Local Improvement District/Road Improvement District (LID/RID).** The City has the authority to create LIDs and RIDs. These are districts used to levy additional property tax to cover debt service payments on the sale of bonds purchased to finance projects within the district. Revenues from the levy must be used for local, clearly defined areas where the landowners are being assessed the additional tax benefit. LIDs, by law, can be used for water, sewer, and stormwater projects. RIDs may be used for road funding and street improvements.
- **State Infrastructure Authorities.** The City has options for creating specialized authorities to fund public infrastructure, such as Public Facility Districts and Public Development Authorities. These authorities each have specific purposes and formation requirements. In 2021, the Washington State Legislature authorized local jurisdictions to form tax increment financing (TIF) districts. Under this new authority, the City can have up to two TIF districts at any one time. As authorized, TIF districts can collect incremental increases in property taxes within a defined area to pay for public improvements.
- **Grants.** State and Federal grant programs can be pursued for competitive regional priorities for infrastructure investments. Pursuing grant opportunities requires resources, and success is not guaranteed.
- **Public-Private Partnerships.** Public-private partnerships are joint agreements between a governmental jurisdiction and private corporation (including 501(c)3s). Public-Private Partnerships have legal requirements and issues of control that must be considered on a case-by-case basis. Washington State's constitutional restriction on public entities giving or lending funds and credit to private enterprises requires that public entities need to

demonstrate that any partnership with a private entity will generate public good worth more than the value provided to the private entity.[1]

- **Development Project Mitigation.** Under the Washington State Environmental Policy Act, the City can require mitigation measures from individual private development projects. These mitigation measures can take the form of fees, specified public infrastructure, or changes to project design.

Appendix "A" Glossary of Terms

Adequate public facilities. Facilities that have the capacity to serve development without decreasing levels of service below locally established minimums.

Assessed Valuation. Refers to how much the total real estate and personal property within a jurisdiction is worth. The value is established by the County Assessor at 100% of appraised market value and adjusted by the State to account for variations in assessment practices among counties.

Available public facilities. Facilities or services are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.

Bonding. Is the act of issuing the debt to finance capital projects and other expenditures.

Budget. A plan of financial operation embodying an estimate of proposed expenditures for a given period and the proposed means of financing them.

Capital Program. A plan for capital expenditures to be incurred each year over a fixed period of years to meet capital needs arising from the long-term work program or otherwise. It sets forth each project or other contemplated expenditure in which the government is to have a part and specifies the full resources estimated to be available to finance the projected expenditures.

Centennial Clean Water Program ("CCWP"). In 1986, legislation was passed that provides grants to public entities for financing water pollution control activities and facilities to protect surface and underground water from pollution. In addition, a State revolving loan program was established to provide loans or combinations of grants/loans to finance public facilities.

Community Park. Those parks so designated in the City of Sumner Parks and Recreation Plan.

Concurrent or Concurrency. Means that adequate public facilities are available when the impacts of development occur. This definition includes the two concepts of "adequate public facilities" and "available public facilities" as defined above.

Councilmanic General Obligation Debt. Councilmanic bonds refer to bonds issued with the approval of the Council, as opposed to voted bonds, which must be approved by vote of the public. Councilmanic bonds must not exceed 0.75 percent of the assessed valuation and voted bonds 1.75 percent.

Debt Limit. The maximum amount of gross or net debt that is legally permitted under state law. Debt is an obligation resulting from the borrowing of money.

Development Activity. Any construction or expansion of a building, structure, or use any change in use of a building or structure, or any change in the use of land, that creates additional demand and need for public facilities.

Encumbered. To reserve, set aside, or otherwise earmark, the impact fees in order to pay for commitments, contractual obligations, or other liabilities incurred for public facilities.

Enterprise Fund. Governmental services supported mainly by rates and user fees. A fund established to account for operations: (a) that are financed and operated in a manner similar to private business enterprises - where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges; or (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital, maintenance, public policy, management control, accountability, or other purposes (i.e. (water, sewer, stormwater).

Fee in Lieu of Charge ("FILO"). Charges are contributions made by developers toward future improvements of City facilities resulting from the additional demand on the City's facilities generated from the development. See also **Mitigation Fees.**

General Obligation Debt. Debt that will be repaid mainly by taxes and other general governmental revenues. This debt includes limited and unlimited general obligation bonds, capital leases, and other notes and contracts issued with the full faith and credit of the government.

Guaranty Fund. A fund established by a bond issuer that is pledged as security for the payment of one or more bond issues. Normally used for Local Improvement Districts (LID).

Impact Fee. A fee assessed on new development that creates additional demand and need for public facilities.

Infiltration of stormwater. Groundwater that seeps into the wastewater collection system through pipe cracks, faulty joints, and faulty manholes.

Inflow of stormwater. Consists of water that may enter the wastewater system through illegal connections such as roof gutters, area drains, catch basins, and unplugged clean out openings.

Infrastructure. The underlying foundation, especially the basic installations and facilities on which the continuance and growth of a jurisdiction depends, i.e., streets, and roads, sewer, and water systems.

Latecomer Fees. Fees paid by developers or future service users for their share of past improvements financed by others.

Leasing. A financing technique whereby ownership of the project or equipment remains with the financing entity, and where title may or may not transfer to the City at the end of the lease.

Levy Lid. A statutory restriction on the annual increase in the amount of property tax a given public jurisdiction can assess on regular or excess levies.

Local Improvement District ("LID"). A method of carrying out a specific improvement by allocating the costs among the benefiting properties. The project is usually financed through a long term bond issue, the repayment of which is mainly from the collection of special assessments from the benefiting properties.

Mitigation Fees. Contributions made by developers toward future improvements of City facilities resulting from the additional demand on the City's facilities generated from the development. See also **Fee in Lieu of Charge.**

Public Facilities. The capital facilities owned or operated by the City or other governmental entities.

Public Works Trust Fund ("PWTF"). A low-interest revolving loan fund that helps local governments finance critical public works needs. To be eligible for trust fund financing, the applicant must be a local government entity that has a long-term plan for financing public works needs. If the applicant is a city or county, it must be imposing the optional one-quarter percent real estate excise tax for capital purposes. Eligible projects include streets and roads, bridges, storm sewers, sanitary sewers, and water system. Loans will only be made for the purpose of repairs, replacement, reconstruction, or improvements of existing eligible public works systems to meet current standards and to adequately serve the needs of the existing populations. New capital improvement projects are not eligible. The maximum loan amount has been one million with a minimum local match of ten percent. Interest rates vary from one to three percent, depending on the match.

Real Estate Excise Tax ("REET"). A tax upon the sale of real property from one person or company to another.

Revenue Bonds. Bonds whose principal and interest are payable exclusively from earnings of an enterprise fund.

Special Assessment. A compulsory levy made against certain properties to defray part or all of the cost of a specific improvement or service deemed to primarily benefit those properties. See also **Utility Local Improvement District.**

System Improvement. Public facilities included in the Capital Facilities Plan and designed to provide service within the community, in contrast to project improvements.

Transportation Improvement Account ("TIA"). Provides funding for transportation projects through two programs: The urban program and the small cities program. Urban projects must be attributable to congestion caused by economic development or growth. They must be consistent with State, regional, and local transportation plans (including transit and rail) and be partially funded by local contributions. Through its urban program project selection process, the TIA requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington State. Small cities program projects are primarily selected on the basis of pavement condition and substandard roadway width. Funding is 1-1/2 cents a gallon on the State gas tax.

Transportation Improvement Board ("TIB"). The purpose of the TIB is to administer funding for local governments for transportation projects. Revenues are from the State fuel tax, local matching funds, and private sector contributions.

Utility Local Improvement District ("ULID"). Created for improvement to sewer, water, and other utilities and differs from a LID in that all assessment revenues is pledged for payment of debt service of bonds issued to finance the improvements. See also Special Assessment.

Appendix "B" 2020 Water System Plan Capital Improvement Plan

Table 8-1
Capital Improvement Plan Schedule [1]

Project Number - Description	Total Cost	Year of Completion											
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029-2038
Distribution System Improvements													
D1 - 8th Street East and East Valley Highway Loop	**$600,000**		$600,000										
D2 - Riverside Drive and 151st Avenue	**$680,000**	$60,000	$620,000										
D3 – Autoclave Meters and Vault	**$100,000**		$100,000										
D4 - Viewpoint Tank to 171st Avenue Court East	**$1,040,000**							$150,000		$890,000			
D5 - Water Main Replacement Program	**$10,000,000**		$250,000	$750,000	$250,000	$750,000	$250,000	$750,000	$250,000	$750,000	$250,000	$750,000	$5,000,000
Subtotal	**$12,420,000**	**$60,000**	**$1,570,000**	**$750,000**	**$250,000**	**$750,000**	**$250,000**	**$900,000**	**$250,000**	**$1,640,000**	**$250,000**	**$750,000**	**$5,000,000**
Distribution System Extensions													
D7 – Extend from 149th Avenue to East Valley Highway	**$1,024,240**										$102,424	$409,696	$512,120
D8 – East Valley Highway from Salmon Creek to CTI	**$3,100,000**						1,550,000	1,550,000					
Subtotal	**$4,124,240**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,550,000**	**$1,550,000**	**$0**	**$0**	**$102,424**	**$409,696**	**$512,120**
Water Utility Construction with City Projects													
C1 – Bridge Street Bridge	**$256,780**	$206,780	$50,000										
C2 – Stewart Road Bridge	**$435,000**							$435,000					
C3 – Lower White River Restoration Project	**$550,000**		$125,000	$425,000									
C4 – 64th & Sumner Tapps Highway Intersection (Design Only)	**$50,000**		$50,000										
C5 – Operations Facility	**$1,750,000**		$500,000	$250,000	$250,000	$250,000	$250,000	$250,000					
Subtotal	**$3,041,780**	**$206,780**	**$725,000**	**$675,000**	**$250,000**	**$250,000**	**$250,000**	**$685,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Source Improvements													
S1 - Additional Water Rights Acquisition	**$4,845,500**	$41,000	$200,000	$200,000	$744,000	$3,660,500							
S2 - Central Well Treatment Capacity Expansion	**$2,630,000**												$2,630,000
S3 - South Well Improvements	**$770,000**				$770,000								
S4 - Dieringer Well Improvements	**$100,000**												$100,000
S5 - West Well Improvements	**$16,000**									$16,000			
S6 - Sumner Springs Improvements	**$63,000**									$63,000			
S7 - County Springs Improvements	**$500,000**												$500,000
Subtotal	**$8,924,500**	**$41,000**	**$200,000**	**$200,000**	**$1,514,000**	**$3,660,500**	**$0**	**$0**	**$0**	**$79,000**	**$0**	**$0**	**$3,230,000**

Table 8-1
Capital Improvement Plan Schedule [1]

Project Number - Description	Total Cost	Year of Completion											
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029-2038
Storage Improvements													
ST1 - Earthquake Control Valves and Foundation Improvements	**$2,400,000**		$270,000	$2,130,000									
ST2 - Viewpoint BPS Improvements	**$200,000**			$200,000									
ST3 - North Tank Improvements	**$400,000**						$400,000						
ST4 - Viewpoint Tank Detention Pond	**$550,000**									$550,000			
ST5 – Springs Tank Improvements	**$340,000**				$340,000								
Subtotal	**$3,890,000**	**$0**	**$270,000**	**$2,330,000**	**$340,000**	**$0**	**$400,000**	**$0**	**$0**	**$550,000**	**$0**	**$0**	$0
Operations and Maintenance Improvements													
O&M1 - Hydrant and Isolation Valve Upgrades - 20 Years	**$480,000**		$80,000	$80,000	$80,000	$80,000	$80,000	$80,000					
Subtotal	**$480,000**	$0	**$80,000**	**$80,000**	**$80,000**	**$80,000**	**$80,000**	**$80,000**	**$0**	**$0**	**$0**	**$0**	$0
TOTAL WATER FUND	**$32,880,520**	**$307,780**	**$3,060,000**	**$4,035,000**	**$2,434,000**	**$4,740,500**	**$2,530,000**	**$3,215,000**	**$250,000**	**$2,269,000**	**$352,424**	**$1,159,696**	**$8,742,120**

Notes:
1) All OPCCs shown are in 2018 dollars. ENR CCI 10939.

Appendix "C" 2020 Sewer Capital Improvement Plan and Schedule

Table ES-5
Opinion of Probable Project Costs, 6-Year CIP (2018-2024)

CIP No.	Project	Opinion of Probable Project Cost
C-1	PS-2 Force Main Modifications	$90,000[1]
C-2	PS-2 Improvements	$548,000[1]
C-3	PS-10 Improvements	$652,000[1]
C-4	Pump Station Improvements	$1,215,000[1]
C-5	PS-8 AC Force Main Replacement	$540,000[1]
C-6	I/I Reduction and Rehabilitation	$600,000[2]
C-7	Centrifuge Replacement	$1,200,000[2]
C-8	WWTP O&M	$1,200,000[2]
C-9	Solids Hauling Dump Trucks	$500,000[2]
C-10	Portable Screw Sucker Pump	$65,000[2]
C-11	Emergency Pipe Replacement	$600,000[2]
C-12	Pretreatment Program Implementation	$200,000[2]
Total Opinion of Probable Project Cost		**$7,410,000**

Notes:
1) Opinion of probable project cost developed by BHC Consultants and included in Appendix G.
2) Opinion of probable project cost provided by the City.

Table ES-6
Opinion of Probable Project Costs, 20-Year CIP (2024-2038)

CIP No.	Project	Opinion of Probable Project Cost
C-101	PS-9 (160th) Abandonment	$560,000
C-102	PS-11 (16th Ave 1) Replacement	$820,000
C-103	PS-12 (16th Ave 2) Replacement	$800,000
C-104	PS-4 (Jansen) Replacement	$830,000
C-105	PS-13 (Cannery) Replacement	$910,000
C-106	PS-3 (Van Tassel) Replacement	$1,000,000
C-107	PS-14 (Forest Canyon) Replacement	$800,000
C-108	PS-1 (Tacoma) Replacement	$1,000,000
C-109	PS-15 (North) Replacement	$990,000
C-110	PS-16 (Mastro) Replacement	$1,000,000
C-111	PS-2 (North) Replacement	$1,610,000
C-112	PS-10 (142nd) Replacement	$1,830,000
C-113	I/I Reduction and Rehabilitation	$1,400,000
C-114	WWTP O&M	$2,800,000
C-115	Emergency Pipe Replacement	$1,400,000
Total Opinion of Probable Project Cost		**$17,750,000**

Implementation of the projects identified in Table ES-5 and Table ES-6 will allow the City to address the capacity, obsolescence, O&M, and redundancy limitations identified within the City's wastewater system based on the projected flows and loads over the 20-year planning horizon.

The opinions of probable cost herein are based on our perception of current conditions at the project location. This opinion reflects our professional opinion of current construction costs and is subject to change as the project design matures.

Table 10-1
6-Year CIP (2018-2024)

CIP No.	Project	Type	Replacement	Upgrade	Expansion	Eligible for Connection Fee	Project Description
C-1	Collections Equipment	O&M		☑			▪ Purchase the following equipment: ○ ¾ Crew Cab ○ Utility truck replacement ○ 6" portable screw sucker pump ○ Camera van ○ Saw cut machine ○ Mud cart ○ Bigger roller ○ Skid steer rubber tracks ○ Small dump truck ○ 12-yard dump truck ○ Diesel gator addition ○ Articulating boom truck ○ Forklift ○ Valve exerciser
C-2	Golf Course STEP System	General			☑	☑	▪ Extension of the STEP system in the northeast of the City.
C-3	Radio System Conversions	Obsolescence	☑	☑			▪ Replace radio systems at lift stations to match current City standards.
C-4	LS-2 Electrical Control Panel	Obsolescence	☑	☑			▪ Replace panel with new above grade panel.
C-5	LS-6 Electrical Control Panel, Generator Panel, Hatch	Obsolescence	☑	☑			▪ Replace control panel, generator panel, and hatch.
C-6	LS-10 Pump Replacement	Obsolescence	☑	☑			▪ Replace one pump and two VFDs.
C-7	LS-11 Hatch Replacement	Obsolescence	☑	☑			▪ Replace hatch with ductile iron hatch.
C-8	LS-5, LS-8, and LS-9	Obsolescence	☑				▪ Replace obsolete equipment.
C-9	White River Restoration Project (LS-14 and Force Main)	General	☑				▪ Relocate sewer lines and LS-14 to accommodate White River Restoration project.

Table 10-1
6-Year CIP (2018-2024)

CIP No.	Project	Type	Replacement	Upgrade	Expansion	Eligible for Connection Fee	Project Description
C-10	Bridge Street Bridge	General	☑				▪ Extension of sanitary sewer infrastructure through the right-of-way disturbed during the construction of the Bridge Street Bridge Project.
C-11	410 and Traffic Avenue	Obsolescence	☑	☑			▪ Replace asbestos concrete force main. A new bridge across SR410 in Traffic Avenue right-of-way is being built within the next several years that will substantially limit the ability to access and replace the forcemain and gravity sewer connected to the pump station from the west. Rehabilitation of this portion of the pipeline should be prioritized to occur with the bridge replacement.
C-12	64th and Tapps Highway	Obsolescence	☑				▪ Replacement of aging sanitary sewer collection and forcemain infrastructure in the vicinity of the 64th and Lake Tapps Highway intersection to be completed in conjunction with surface improvements planned for the area.
C-13	Insertable Flow Meter	O&M			☑		▪ Purchase insertable flow meter to monitor flow in gravity collection system.
C-14	Pretreatment Program Implementation	O&M		☑			▪ Consultant to implement a pretreatment program to establish local limits.
C-15	Wastewater Treatment Plant Upgrades	O&M, Obsolescence, Redundancy	☑	☑			▪ Access walkway onto digester roof ▪ Replacement centrifuge dewatering scroll assembly ▪ Equipment ▪ Biosolids dewatering improvements ▪ Headworks TOC analyzer ▪ Headworks platform ▪ Rechannel primary splitter box ▪ Aeration basin (ORP monitor, baffles) ▪ Dryer (Platform) ▪ Electric swing gate ▪ Operations building
C-16	Auto Lane Force Main Upgrade	Capacity		☑			▪ This project replaces a 410 LF section of 2" force main extending from Auto Lane into the 4" force main within 166th Avenue East. The replacement force main will be upsized to a 4" diameter pipe. Cleanouts and valving will be installed in both the Auto Lane force main and the 166th force main allowing crews to jet the force mains.

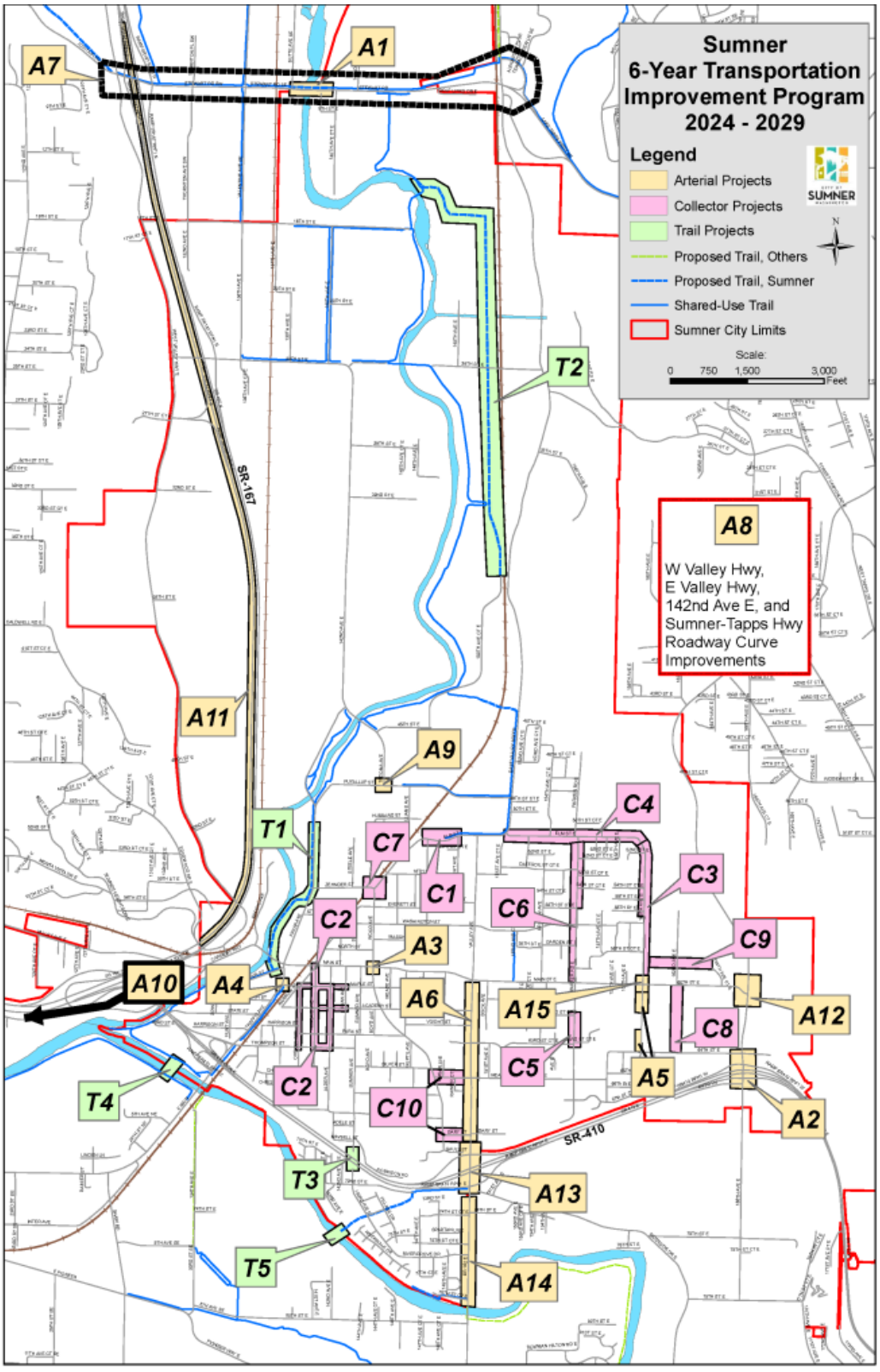
Table 10-2
20-Year CIP (2024-2038)

CIP No.	Project	Type	Replacement	Upgrade	Expansion	Eligible for Connection Fee	Project Description
C-101	PS-9 (160th) Abandonment	Obsolescence	☑				▪ Abandon and demolish pump station. ▪ Install 800 feet of 8-inch PVC gravity sewer pipe to reroute flows to PS 5.
C-102	PS-11 (16th Ave 1) Replacement	Obsolescence	☑		☑		▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Increase pump station capacity from 100 gpm to 130 gpm.
C-103	PS-12 (16th Ave 2) Replacement	Obsolescence	☑				▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Maintain existing firm capacity of 100 gpm.
C-104	PS-4 (Jansen) Replacement	Obsolescence	☑				▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Maintain existing firm capacity of 130 gpm.
C-105	PS-13 (Cannery) Replacement	Obsolescence	☑				▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Maintain existing firm capacity of 213 gpm.
C-106	PS-3 (Van Tassel) Replacement	Obsolescence	☑				▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Maintain existing firm capacity of 250 gpm.
C-107	PS-14 (Forest Canyon) Replacement	Obsolescence	☑				▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Maintain existing firm capacity of 600 gpm.
C-108	PS-1 (Tacoma) Replacement	Obsolescence	☑				▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Maintain existing firm capacity of 400 gpm.
C-109	PS-15 (North) Replacement	Obsolescence	☑				▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Maintain existing firm capacity of 500 gpm.
C-110	PS-16 (Mastro) Replacement	Obsolescence	☑				▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Maintain existing firm capacity of 200 gpm.

Table 10-2
20-Year CIP (2024-2038)

CIP No.	Project	Type	Replacement	Upgrade	Expansion	Eligible for Connection Fee	Project Description
C-111	PS-2 (North) Replacement	Obsolescence	☑				▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Replace wet well. ▪ Maintain existing firm capacity of 500 gpm.
C-112	PS-10 (142nd) Replacement	Obsolescence	☑				▪ Replace mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Maintain existing firm capacity of 2,280 gpm.
C-113	I/I Reduction and Rehabilitation	Obsolescence	☑				▪ Reduce I/I through a variety of means such as slip lining, cured-in-place pipe (CIPP), pipe replacement, manhole lining, and other methods.
C-114	WWTP O&M	Obsolescence	☑				▪ General WWTP improvements, including but not limited to roof replacements, painting, replacement of mechanical equipment, and replacement of electrical, instrumentation, and controls equipment.
C-115	Emergency Pipe Replacement	Obsolescence	☑				▪ Replace and repair broken pipes as needed.

Appendix “D” 2024 6-Year Transportation Improvement Program


Sumner
6-Year Transportation
Improvement Program
2024 - 2029
Legend
Arterial Projects
Collector Projects
Trail Projects
Proposed Trail, Others
Proposed Trail, Sumner
Shared-Use Trail
Sumner City Limits
Scale:
0 750 1,500 3,000
Feet
A1
A7
T2
SR-167
A8
W Valley Hwy,
E Valley Hwy,
142nd Ave E, and
Sumner-Tapps Hwy
Roadway Curve
Improvements
A11
A9
T1
C4
C7
C3
C1
C6
C2
A3
C9
A10
A4
A6
A15
A12
C8
C5
A5
T4
C2
C10
A2
SR-410
T3
A13
T5
A14

Arterials

A1 – Stewart Rd (8th St) White River Bridge

Replace existing 2-lane bridge with new bridge with two unequal length spans. New structure will accommodate 4 vehicle lanes, a sidewalk, and a trail crossing.

- Location: Stewart Road at White River
- Total Cost: $35,000,000
- Funded: Yes
- Planning: Complete
- Design: 2023
- ROW/Permit: 2023
- Construction: 2024-2027
- Remarks: Project funded by Federal STP Grant, FMSIB Grant, Pierce County, Port of Tacoma, TIB, Congressional Allocation, NHFP and City of Auburn.

A2 – 166th Ave E Widening

Widen 166th Ave E to 4-5 lanes through the identified corridor and improve lane configuration and intersection control at the two existing intersections.

- Location: SR 410 WB ramp terminals to just north of 64th St E
- Total Costs: $18,000,000
- Funded: Partial
- Planning: Complete
- Design: 2022-2025
- ROW/Permit: 2026
- Construction: 2027
- Remarks: Design is funded by Federal STP and Port of Tacoma Grants

A3 – Main St. and Wood Ave. Intersection Improvements

Construct pedestrian improvements and upgrade signal to current standards

- Location: Main St. and Wood Ave. intersection
- Total Cost: $3,580,000
- Funded: Yes
- Planning: Complete
- Design: Completing in 2022
- ROW/Permit: Completing in 2022
- Construction: 2022-2023

- Remarks: Funding Secured. Project schedule for construction Summer 2022.

A4 – Maple Street Pedestrian Signal and Citywide Signal Backplates

Replace existing pedestrian-activated rectangular rapid flashing beacons with signal (expected to be a High Intensity Activated Crosswalk (HAWK) signal), add retroreflective back plates to upgrade signal heads citywide.

- Location: Traffic Avenue and Maple Street Ped Signal, Backplates Various Locations Citywide
- Total Cost: $431,000
- Funded: Yes
- Planning: Complete
- Design: Comple
- ROW/Permit: Complete
- Construction: 2023 – 2024
- Remarks: Over 90% funded by a Highway Safety Improvement Program grant.

A5 – 160th Ave. E

Improve and widen streets to minor arterial standards with bike paths and sidewalks.

- Location: Main Street to 64th St. E.
- Total Cost: $500,000
- Funded: No
- Planning: Complete
- Design: Complete
- ROW/Permit: Complete
- Construction: 2027
- Remarks: Sidewalk on east side of 160th completing in 2021. Remaining upgrades unfunded. Installing sidewalk on west side of 160th. Project is unfunded. Sidewalks on east side of 160th were completed in 2022.

A6 – Valley Avenue

Overlay existing roadway surface, complete required ADA upgrades

- Location: From SR 410 to Main Street
- Total Cost: $1,500,000
- Funded: Partial
- Planning: Complete
- Design: 2025

- ROW/Permit: N/A
- Construction: 2026
- Received STP grant funding for the section between SR 410 and Meade McCumber.

A7 – Stewart Road Corridor ITS Improvements

Connect traffic signals and the railroad crossing to coordinate signal timing to increase vehicular traffic flow and reduce peak-hour delay.

- Location: Stewart Road from SR 167 toward Lakeland Hills
- Total Cost: $3,500,000
- Funded: Partial
- Planning: Complete
- Design: 2025
- ROW/Permit: 2026
- Construction: 2027
- Remarks: Received STP grant funding for design in 2025.

A8 – Systemic Horizontal Curve and Roadway Departure Safety Improvements

Install curve warning signs, speed feedback signs, rumble strips, profiled striping, reflective markers, guardrail, street lighting and shouldering to improve safety conditions on north-south roadways that have a history of vehicle departures

- Location: East Valley Highway, West Valley Highway, 142nd Ave. E, and Sumner-Tapps Highway
- Total Cost: $903,000
- Funded: Yes
- Planning: 2023
- Design: 2024
- ROW/Permit: 2024
- Construction: 2026
- Remarks: Received HSIP funding to complete the project, reimbursing 100% of project costs

A9 – Puyallup Street and Tacoma Avenue Intersection Improvements

Evaluate intersection for an upgrade to a signal and provide sidewalks/ADA improvements.

- Location: Intersection of Puyallup Street and Tacoma Avenue
- Total Cost: $1,500,000
- Funded: No

- Planning: Complete
- Design: 2023 – 2025
- ROW/Permit: 2026
- Construction: 2027
- Remarks: Seeking grant funding for design phase of the project.

A10 – SR 167 / I-5 Connection Project

WSDOT Gateway Program Project – The SR 167 Completion project will build the remaining four miles of SR 167 between Meridian and I-5, completing a long-planned connection to I-5. The project also includes a two mile connection from I-5 to the Port of Tacoma.

- Location: Puyallup to Fife
- Total Cost: $1,000,000,000*
- Funded: Yes
- Planning: Complete
- Design: 2017-2025
- ROW/Permit: 2017-2025
- Construction: 2019-2030
- Remarks: WSDOT-led regional project. Sumner has agreed to commit $500,000 as a local agency contribution to the project

A11 – SR 167

- Add southbound HOT lane
- Location: From SR 410 Interchange to 15th St SW (Auburn)
- Total Cost: Unknown*
- Funded: No
- Planning: Complete
- Design: 2023-2025
- ROW/Permit: N/A
- Construction: 2025-2027
- Remarks: This is a WSDOT-led project on a state highway. Sumner has not taken an active role in WSDOT's project and has not committed any funds to the project to date.

A12 – Sumner Tapps Highway/60th St E Intersection Improvements

Rebuild existing intersection to improve roadway geometrics and add a traffic signal to increase allowable movements

- Location: Sumner Tapps Highway and 60th St E Intersection

- Total Cost: $3,400,000
- Funded: No
- Planning: 2026
- Design: 2027
- ROW/Permit: 2028
- Construction: 2029
- Remarks: Potential for partial funding through TIF.

A13- SR 410 / SR 162 Interchange Improvements

Construct a one-lane roundabout configuration at each of the interchange ramps.

- Location: Interchange ramps at SR 410
- Total Cost: $6,650,000*
- Funded: Yes
- Planning: Complete
- Design: 2026
- ROW/Permit: 2028
- Construction: 2030
- Remarks: WSDOT-led project that will improve traffic flow at the existing interchange. Sumner has not taken an active role in WSDOT's project and has not committed any funds to the project to date.

A14 – Hwy. 162 Improvements

Construct one additional southbound lane on SR 162.

- Location: From southern city limits to SR410 EB On/Off Ramps
- Total Cost: $7,400,000*
- Funded: No
- Planning: Complete
- Design: 2026
- ROW/Permit: 2028
- Construction: 2030
- Remarks: This is a WSDOT-led project on a state highway. Sumner has not taken an active role in WSDOT's project and has not committed any funds to the project to date.

A15 – Main Street and 160th Intersection Improvements

Evaluate intersection for an upgrade to a signal and provide sidewalks/ADA improvements

- Location: Main Street and 166th Ave E. Intersection
- Total Cost: $2,000,000
- Funded: No
- Planning: 2026
- Design: 2027
- ROW/Permit: 2028
- Construction: 2029
- Remarks: This is a future project that will be evaluated in the coming years.

* Denotes that project is largely funded by WSDOT, and City has either committed a small percentage contribution or no contribution to date.

** Denotes that project is largely funded by City of Pacific, and Sumner has either committed a small percentage contribution or no contribution to date.

Collector Street Program

C1 – Elm Street Sidewalk Improvements

Extend the sidewalk on the north side of Elm Street to connect to Bonney Ave and Seibenthaler Park

- Location: Bonney Ave to Wright Ave
- Total Cost: $550,000
- Funded: Yes
- Planning: Complete
- Design: 2023
- ROW/Permit: 2023
- Construction: 2024
- Remarks: Project funded by TIB grant.

C2 – Alder & Kincaid Utility Improvements Phase 2

Replacement of aging utilities in support of the Town Center Plan redevelopment.

- Location: Cherry Ave, Maple St and Academy St
- Total Cost: $3,000,000
- Funded: Yes
- Planning: Complete
- Design: 2023
- ROW/Permit: N/A
- Construction: 2024-2025

- Remarks: Budget includes roadway restoration.

C3 – 160th Ave. E.

Improve 160th Ave. E. to Collector St. standards with curb, gutter and sidewalks on each side. Portions may be completed as parts of development prior to this time.

- Location: Elm St. to Main St.
- Total Cost: $2,700,000
- Funded: partial by developers
- Planning: Complete
- Design: 2025
- ROW/Permit: 2026
- Construction: 2027
- Remarks: Project partially completed by developers.

C4 – Elm St.

Improve Elm St. to Collector St. standards with curb, gutter and sidewalks on each side. Work will include storm drainage facilities and utility replacement

- Location: E. Valley Highway to 160th Ave. E.
- Total Cost: $2,400,000
- Funded: partial by developers
- Planning: Complete
- Design: 2025
- ROW/Permit: 2026
- Construction: 2027
- Remarks: Project partially completed by developers.

C5 – Parker Rd E

Construct curb, gutter and sidewalk on east side of the street

- Location: 62nd St. to 63rd St.
- Total Cost: $250,000
- Funded: Partial
- Planning: Complete
- Design: 2025
- ROW/Permit: 2026
- Construction: 2027

- Remarks: Funding will likely come from a combination of developer-built improvements, Street and Storm funds.

C6 – Parker Rd E

Reconstruct Parker Road to Collector St. standards with curbs, gutters, sidewalks, and drainage utilities. Portions have been completed by developer projects and sidewalk grants.

- Location: From Main St. to Elm St.
- Total Cost: $1,300,000
- Funded: Partial
- Planning: Complete
- Design: 2025
- ROW/Permit: 2026
- Construction: 2027
- Remarks: Funding will likely come from a combination of developer-built improvements, Street and Storm funds.

C7 – Zehnder St

Railroad Crossing Improvements to at-grade BNSF rail crossing

- Location: From Pease Ave to Wood Ave
- Total Cost: $1,000,000
- Funded: No
- Planning: 2025
- Design: 2025
- ROW/Permit: 2026
- Construction: 2027
- Remarks: Identified Road-Rail conflict point where upgrades could be beneficial.

C8 – 162nd Ave. E Segment Extension

Construct new 2-lane roadway section with sidewalks

- Location: 64th St. E to 60th St. E
- Total Cost: $3,000,000
- Funded: No
- Planning: 2026
- Design: 2027
- ROW/Permit: 2028
- Construction: 2029

- Remarks: Element of East Sumner Neighborhood Plan, likely completed by development or LID.

C9 – 164th Ave. Ct. E Segment Extension

Construct new 2-lane roadway section with sidewalks

- Location: 160th Ave. E to Existing 164th Ave. Ct. E
- Total Cost: $2,000,000
- Funded: No
- Planning: 2026
- Design: 2027
- ROW/Permit: 2028
- Construction: 2029
- Remarks: Element of East Sumner Neighborhood Plan, likely completed by development or LID.

C10 – Meade McCumber & Gary Street Sidewalk Improvements

Complete the sidewalk gaps at these two locations

- Location: Wood Ave to Valley Ave
- Total Cost: $650,000
- Funded: No
- Planning: Complete
- Design: 2026
- ROW/Permit: 2027
- Construction: 2028
- Remarks: This is a future project that will be evaluated in the coming years.

Trail Projects

T1 – Fryar Ave. Trail

- Location: West Main St. to Puyallup St.
- Complete trail connection through town.
- Total Cost: $7,200,000
- Funded: Partial
- Planning: Complete
- Design: Completing in 2023
- ROW/Permit: 2024
- Construction: 2025

- Remarks: Design and ROW partially funded by federal grant. No construction funding identified.

T2 – White River Restoration Trail

- Location: #9 Ditch to area north of 16th Street
- Construct 8000 LF trail in conjunction with adjacent development
- Total Cost: $3,000,000
- Funded: Partial
- Planning: Complete
- Design: Completing 2023
- ROW/Permit: N/A
- Construction: 2026
- Remarks: Partially funded by developers

T3 – Rivergrove Pedestrian Bridge

Construct trail bridge to provide a new trail connection between Sumner Town Center and the Rivergrove neighborhood over SR 410.

- Location: Trail overpass connecting the vicinity of Alder Ave. to 143rd Ave. E
- Total Cost: $11,200,000
- Funded: Partial
- Planning: Complete
- Design: 2025
- ROW/Permit: N/A
- Construction: 2026
- Remarks: Design funding provided by ST3 grant. No construction funding identified.

T4 – Puyallup River Crossing

Provides improved connection with the Puyallup and Foothills trail system

- Location: From Sumner Wastewater Treatment Facility to Puyallup trail
- Total Cost: $4,000,000
- Funded: No
- Planning: 2027
- Design: 2028
- ROW/Permit: 2029
- Construction: 2030
- Remarks: Potential joint project with Puyallup. Eligible for federal CMAQ funding.

T5 – Puyallup River Trail Bridge

Construct a trail bridge and trail connections to provide a connection to the Foothills Trail per the Sumner Parks and Trails Plan.

- Location: Trail overpass connecting 144th Ave E to 143rd Ave E
- Total Cost: $6,000,000
- Funded: No
- Planning: 2027
- ROW/Permit: 2028
- Design: 2029
- Construction: 2030
- Remarks: Identified in Draft Parks and Trails Plan. No funding source secured

Recurring Annual Programs

R1 – Street Overlay Program

Overlay and rebuild existing streets throughout the City.

- Annual Costs: $150,000
- Funded: Yes
- Remarks: Street Operating General Fund Budget

R2 – Roadway Paint Line Application

Program to repaint lane lines within the City

- Total Costs: $40,000
- Funded: Yes
- Remarks: Street Operating General Fund Budget

R3 – Pavement Repairs

Repair spot surface and subgrade failures through dig-outs throughout the City.

- Total Costs: $66,150
- Funded: Yes
- Remarks: Street Operating General Fund Budget

R4 – Roadway Plastic Marking Application

Program to replace crosswalk, stop bar, and arrow markings within the City

- Total Costs: $56,100
- Funded: Yes
- Remarks: Street Operating General Fund Budget

R5 – Chip Seal Application

Program to apply a chip seal treatment to asphalt roads throughout the City.

- Total Costs: $136,500
- Funded: Yes
- Remarks: Street Operating General Fund Budget

R6 – Crack Seal Application

Maintain roads with crack seal throughout the City

- Total Costs: $78,750
- Funded: Yes
- Remarks: Street Operating General Fund Budget

R7 – Neighborhood Traffic Control Program

Modify residential streets to enhance pedestrian safety, slow traffic, and minimize cut-through traffic on collector and local roadways.

- Total Cost: $28,000
- Funded: Yes
- Remarks: Street Operating General Fund Budget

R8 – ADA Transition Plan

Address the projects identified in the ADA Transition Plan

- Total Cost: $40,000
- Funded: Yes
- Remarks: Sidewalks Construction Capital Fund Budget

R9 – Sidewalk Maintenance Program

Replace/rebuild existing failing sidewalks due to damage caused by street trees.

- Total Cost: $250,000
- Funded: Yes
- Remarks: Sidewalks Construction Capital Fund Budget. Formerly the Volunteer Sidewalk Program.

R11 – Safe Routes to School

Fill in gaps in sidewalks, provide repairs to existing ADA ramps, and replace ramps that do not meet current code. Continue educational components and install speed feed back signs.

- Total Cost: N/A
- Funded: No
- Remarks: City will fund local match as needed. Continue to apply for SRTS Grants.

*****Project is largely funded by WSDOT, and City of Sumner has either committed a small percentage **contribution or no contribution to date.**

****Project is largely funded by City of Pacific, and the City of Sumner has either committed a small percentage contribution or no contribution to date.**

TRANSPORTATION PROJECTS COMPLETING IN 2023

Stewart Rd (8th St.) Railroad Crossing

Widen Stewart Rd from 2 lanes to 4/5 lanes, widen the Union Pacific Railroad Crossing, Install a new signal at Butte Avenue

- Location: Valentine Ave to Butte Ave (in the City of Pacific)
- Total Cost: $6,000,000
- Estimated Completion: 2023
- Remarks: Project was run by City of Pacific. City of Sumner contributed $700,000 of TIF funds to the project.

Alder & Kincaid Utility Improvements Phase 1

Replacement of aging utilities in support of the Town Center Plan redevelopment

- Location: Park St. to Main St.
- Total Cost: $6,000,000
- Estimated Completion: 2023
- Remarks: Project includes Heritage Park woonerf construction.

Academy Street: Bicycle Lanes

Improve and reconfigure existing Academy Street to accommodate dedicated bicycle lanes.

- Location: Narrow St. to Wood Ave
- Total Cost: $875,000
- Estimated Completion: 2023

- Remarks: Design funding provided by ST3 grant.

Appendix "E" School Districts Impact Fees

Table 8. Single Family Impact Fee Calculation

SITE ACQUISITION COSTS (A)	COST PER ACRE	NUMBER OF ACRES	NUMBER OF STUDENTS	STUDENT FACTOR	TOTAL COST
Elementary	$500,000	15	550	0.403	$5,495.45
Middle School	$500,000	25	750	0.140	$2,333.33
Senior High	$3,100,000	2	400	0.099	$1,534.50
Total					**$9363.29**
CONSTRUCTION COSTS (B)	**FACILITY COST**		**NUMBER OF STUDENTS**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$50,0000,00		550	0.403	$36,636.36
Middle School	$14,040,00		155	0.140	$12,681.29
Senior High	$60,000,000		545	0.099	$10,899.08
Total					**$60,216.74**
TEMPORARY FACILITY COSTS (C) (Double-Wide)	**PURCHASING COST**		**NUMBER OF STUDENTS**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$600,000		23	0.403	$10,513.04
Middle School	$600,000		30	0.140	$2,800.00
Senior High	$600,000		30	0.099	$1,980.00
Total					**$15,293.04**
STATE MATCHING CREDIT (D)	**BOECKH INDEX**	**SQ FT PER STUDENT**	**STATE MATCH**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$242.26	90	0.5851	0.403	$5,141.14
Middle School	$242.26	117	0.5851	0.140	$2,321.80
Senior High	$242.26	130	0.5851	0.099	$1,824.28
Total					**$9,287.22**
	PRESENT VALUE FACTOR	**BOND LEVY RATE**	**ASSESSED VALUE OF UNIT**	**BOND INTEREST**	**TOTAL CREDIT**
TAX PAYMENT CREDIT (TC)	9.767809	$2.353	$503,812	3.477%	$11,334.24
NET COST (A+B+C-D)-TC					$64,251.60
DISCOUNT IS 50%, RATE IS 0.50 IMPACT FEE PER UNIT (NET COST-TC)*DISCOUNT RATE)					$32,125.80
LESS OTHER CREDITS (FC)					0
NET IMPACT FEE PER UNIT					**$32,125.80**

Note: High School Site Acquisition reflects property needs at SHS.

Sumner-Bonney Lake School District Capital Facilities Plan 2021-2027, Pg. 39

Table 9. Multi-family Family Impact Fee Calculation

SITE ACQUISITION COSTS (A)	**COST PER ACRE**	**NUMBER OF ACRES**	**NUMBER OF STUDENTS**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$500,000	15	550	0.095	$1,295.45
Middle School	$500,000	25	750	0.043	$716.67
Senior High	$3,100,000	2	400	0.033	$511.50
Total					**$2,523.62**
CONSTRUCTION COSTS (B)			**NUMBER OF STUDENTS**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$50,000,000		550	0.095	$8,636.36
Middle School	$14,040,000		155	0.043	$3,894.97
Senior High	$60,0000,00		545	0.033	$3,633.03
Total					**$16,164.36**
TEMPORARY FACILITY COSTS (C)	**PURCHASING COST**		**NUMBER OF STUDENTS**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$600,000		23	0.095	$2,478.26
Middle School	$600,000		30	0.043	$860.00
Senior High	$600,000		30	0.033	$660.00
Total					**$3,998.26**
STATE MATCHING CREDIT (D)	**BOECKH INDEX**	**SQ FT PER STUDENT**	**STATE MATCH**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$242.26	90	0.5851	0.095	$1,211.93
Middle School	$242.26	117	0.5851	0.043	$713.13
Senior High	$242.26	130	0.5851	0.033	$608.09
Total					**$2,533.15**
	PRESENT VALUE FACTOR	**BOND LEVY RATE**	**ASSESSED VALUE OF UNIT**	**BOND INTEREST**	**TOTAL CREDIT**
TAX PAYMENT CREDIT (TC)	9.7705	$2.353	$552,298	3.477%	$12,428.49
NET COST (A+B+C-D)-TC					$7,724.60
DISCOUNT IS 50%, RATE IS 0.50 IMPACT FEE PER UNIT (NET COST-TC)*DISCOUNT RATE)					$3,862.30
LESS OTHER CREDITS (FC)					0
NET IMPACT FEE PER UNIT					**$3,862.30**

Note: High School Site Acquisition reflects property needs at SHS.

Sumner-Bonney Lake School District Capital Facilities Plan 2021-2027, Pg. 40

School Impact Fee Calculation 6/20				DISTRICT	Dieringer School District		
School Site Acquisition Cost:							
((AcresxCost per Acre)/Facility Capacity)xStudent Generation Factor							
				Student	Student		
	Facility	Cost/	Facility	Factor	Factor	Cost/	Cost/
	Acreage	Acre	Capacity	SFR	MFR	SFR	MFR
Elementary #3	12.00	$438,613	433	0.322	0.172	$3,909	$2,091
Middle				0.130	0.070		
					TOTAL	$3,909	$2,091
School Construction Cost:							
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(permanent/Total Sq Ft)							
				Student	Student		
		Facility	Facility	Factor	Factor	Cost/	Cost/
		Cost	Capacity	SFR	MFR	SFR	MFR
Elementary #3		$25,275,000	433	0.322	0.172	$18,796	$10,040
				0.130	0.070		
					TOTAL	$18,796	$10,040
Temporary Facility Cost:							
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(Temporary/Total Square Feet)							
				Student	Student	Cost/	Cost/
	%Temp/	Facility	Facility	Factor	Factor	SFR	MFR
	Total Sq.Ft	Cost	Size	SFR	MFR		
Elementary		$0	0	0.322	0.172		
Middle		$0	0	0.130	0.070		
					TOTAL	$0	$0
State Matching Credit:							
Boeckh Index X SPI Square Footage X District Match % X Student Factor							
				Student	Student		
	Boeckh	SPI	District	Factor	Factor	Cost/	Cost/
	Index	Footage	Match %	SFR	MFR	SFR	MFR
Elementary							
Middle							
					TOTAL	$0	$0
Tax Payment Credit:						SFR	MFR
Average Assessed Value 2020						$653,162	$480,235
Capital Bond Interest Rate (est) 5/20						0.40%	0.40%
Net Present Value of Average Dwelling						$6,390,194	$4,698,367
						10	10
Property Tax Levy Rate		**2020**	→			$2.2460	$2.2460
	Present Value of Revenue Stream					$14,352	$10,553
	Fee Sumary:			Single Family	Multiple Family		
	Site Acquistion Costs			$3,909.23	$2,090.76		
	Permanent Facility Cost			$18,795.73	$10,039.95		
	Temporary Facility Cost			$0.00	$0.00		
	State Match Credit			$0.00	$0.00		
	Tax Payment Credit			($14,352.38)	($10,552.53)		
	FEE			**$8,353**	**$1,578**		
	FEE WITH DISCOUNT OF 50%			**$4,176**			
	FEE WITH DISCOUNT OF 50%				**$789**		

Note that the adopted fees for Sumner-Bonney Lake School District as of 2023 are as follows:

- Single Family: $4791.83
- Mobile Homes: Same as above
- Multi-Family: $2351.32
- Zero lot line houses: Same as above

Appendix "F" City Council Final Ordinance No. 2906

ORDINANCE NO. 2906
CITY OF SUMNER, WASHINGTON

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON, ADOPTING THE SUMNER 2024 COMPREHENSIVE PLAN, TRANSPORTATION MANAGEMENT PLAN, CAPITAL FACILITIES PLAN AND THE 2024 COMPREHENSIVE PLAN ENVIRONMENTAL IMPACT STATEMENT.

WHEREAS, the City of Sumner's Comprehensive Plan was originally adopted by Ordinance No. 1625 on April 4, 1994 to comply with the Growth Management Act, addressing land use, community character, transportation, regional planning, the environment, open-space and parks, capital facilities and utilities; and

WHEREAS, the Washington State Growth Management Act, per RCW 36.70A.130 requires periodic updates of the Comprehensive Plan, development regulations, critical areas regulations and other supporting plans and documents; and

WHEREAS, the City's 2024 Comprehensive Plan periodic update contains multiple amendments and revisions to different sections of the Municipal Code and development standards. This ordinance relates solely to the adoption of the Comprehensive Plan and Comprehensive Plan Environmental Impact Statement, the Transportation Management Plan and the Capital Facilities Plan. Separate ordinances will adopt amendments to the Zoning Code Title 18 and other provisions in the Sumner Municipal Code, Critical Areas Ordinance in Environment Title 16, and Multifamily Tax Exemption in SMC 3.52; and

WHEREAS, the City conducted a public outreach process following a Public Participation Plan that was approved by the Planning Commission on March 2, 2023 and included public open houses and other community meetings, website postings, public meetings with the Planning Commission and City Council, and public hearings and public notices; and

WHEREAS, in compliance with the State Environmental Policy Act (SEPA) the City issued a Determination of Significance on this proposal on May 18, 2023and scoping was conducted and the 21-day comment period was open until June 8, 2023; and the City issued a Draft Environmental Impact Statement (DEIS) on this proposal on March 1, 2024 for a 60-day comment period ending April 30, 2024 and a Final Supplemental Environmental Impact Statement (FEIS) was issued on January 6, 2025; and

WHEREAS, on February 29, 2024 this proposal was forwarded to the Washington State Department of Commerce for the mandatory 60-day state review per the Growth Management Act; and

WHEREAS, on April 4, 2024, the Planning Commission held a duly-advertised public hearing on the proposed amendments, after multiple study sessions during 2023, with additional study sessions on June 6, 2024 and September 5, 2024; and on September 19, 2024 voted unanimously to recommend that the City Council adopt the proposed 2024 Comprehensive Plan dated September 2024, including the Draft Transportation Management Plan and Draft Capital Facilities Plan; and that the DEIS dated March 1, 2024, be updated via the FEIS based on responses to comments; and that the FEIS reflect the Preferred Alternative selected out of the Alternatives described in the DEIS; and

WHEREAS, on December 2, 2024, the City Council held a duly advertised public hearing.

Prior to the public hearing the City Council discussed the Planning Commission recommendations in study sessions on October 16 & 28, 2024 and November 12, 2024 where the City Council deliberated, discussed and public comments; and discussed public comments on December 9, 2024 at a Study Session; and

WHEREAS, the basis for the proposed amendments has been set forth in the staff reports for the amendments, including an analysis of the amendments' consistency with the City's adopted policies and regulations; and

WHEREAS, the City Council finds the proposed amendments to be consistent with the Sumner Municipal Code criteria for Comprehensive Plan and Zoning Code amendments, Growth Management Act, VISION 2050 Multi-county planning policies, and Pierce County Countywide Planning Policies.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. That the "Sumner 2020 Comprehensive Plan with 2022 Amendments" is hereby repealed and replaced with the Sumner "2024 Comprehensive Plan" dated January 6, 2025, as shown in **Exhibit A**.

Section 2. That the following environmental documents are incorporated herein by reference and hereby adopted: The 2024 Comprehensive Plan Final Environmental Impact Statement January 6, 2025 (FEIS), including by incorporation the associated 2024 Draft Environmental Impact Statement March 1, 2024 (DEIS) as shown in **Exhibits B1 and B2**, respectively.

Section 3. That the "2015 Sumner Transportation Plan – June 2015" is hereby repealed and replaced with the "2024 Transportation Management Plan January 6, 2025" as shown in **Exhibit C** and incorporated herein by reference.

Section 4. That the "2015-2021 Sumner Capital Facilities Plan" is hereby repealed and replaced with the "2024 Sumner Capital Facilities Plan" dated January 6, 2025 as shown in **Exhibit D** and incorporated herein by reference.

Section 5. That the amendments and associated exhibits contained herein shall constitute the 2024 Sumner Comprehensive Plan Update, and are hereby adopted.

Section 6. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or invalid for any reason, or should any portion of this Ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 7. Corrections by City Clerk or Code Reviser. Upon approval of the city attorney, the city clerk and the code reviser are authorized to make necessary corrections to this ordinance, including the correction of clerical errors; ordinance, section, or subsection numbering; or references to other local, state, or federal laws, codes, rules, or regulations.

Section 8. **Effective Date.** This ordinance This ordinance shall take effect five (5) days from the date of publication in the City's official newspaper.

Section 9. Corrections by City Clerk or Code Reviser. Upon approval of the city attorney, the city clerk and the code reviser are authorized to make necessary corrections to this ordinance, including the correction of clerical errors; ordinance, section, or subsection numbering; or references to other local, state, or federal laws, codes, rules, or regulations.

Passed by the City Council and approved by the Mayor of the City of Sumner, Washington, at a regular meeting thereof this _ day of 2025

Signed by:

Kathy Hayden

Mayor Kathy Hayden

ATTEST:

DocuSigned by:

Michelle Converse

Michelle Converse, City Clerk

APPROVED AS TO FORM:

DocuSigned by:

Andrea Marquez

Andrea Marquez, City Attorney

EXHIBIT A - Sumner 2024 Draft Comprehensive Plan (Volume I) dated January 6, 2025
EXHIBIT B1 – Final Environmental Impact Statement dated January 6, 2025
EXHIBIT B2 - Draft Environmental Impact Statement dated March 1, 2024
EXHIBIT C - Transportation Management Plan dated January 6, 2025
EXHIBIT D - Capital Facilities Plan dated January 6, 2025

First Reading: December 2, 2024
Date Adopted: January 6, 2025
Date of Publication: January 9 / January 15, 2025
Effective Date: January 14, 2025