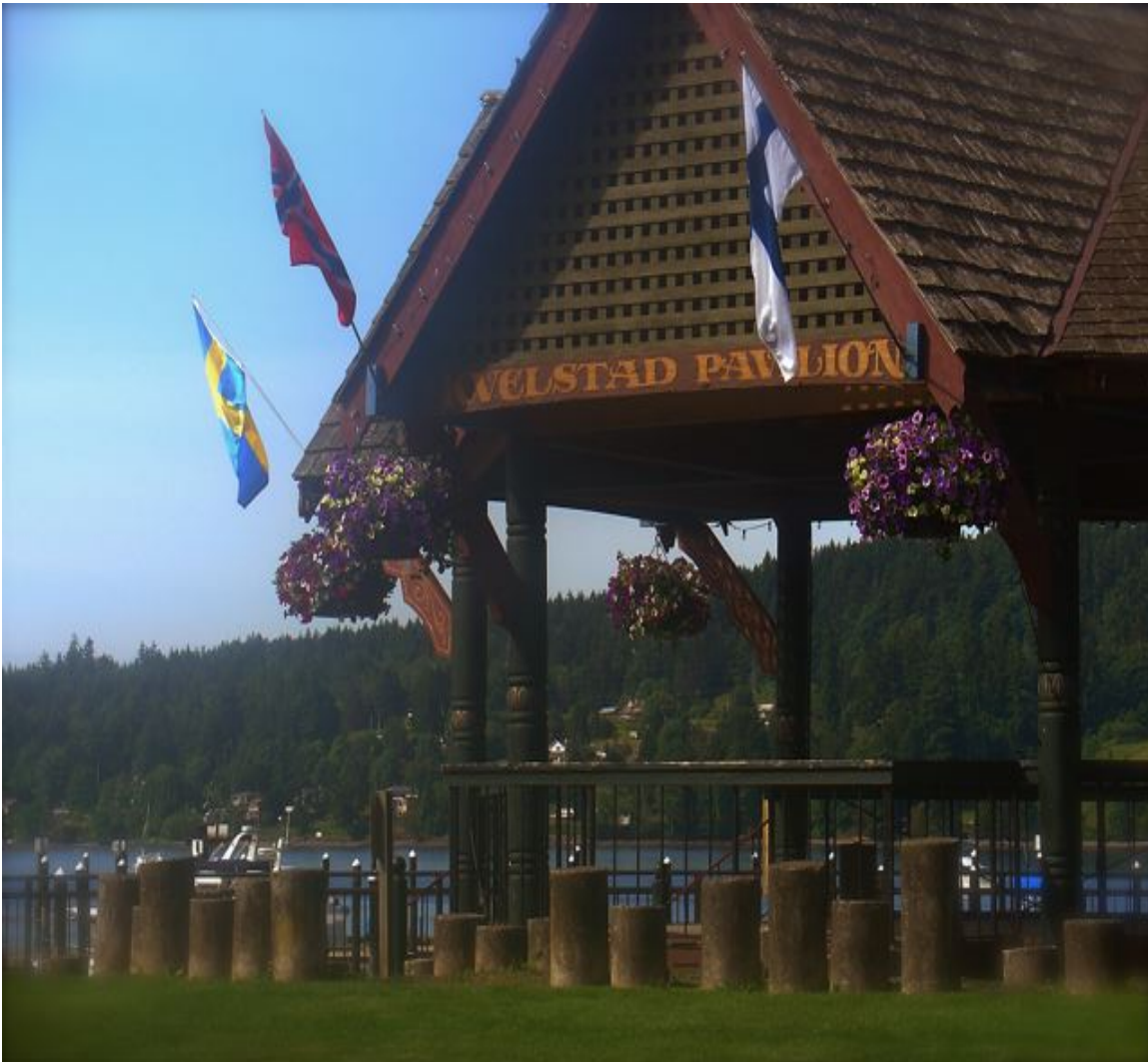


SECTION 2. Capital Facilities Plan



Chapter 12. Capital Facilities Plan

12.1 Introduction

One of the more challenging aspects in managing growth is ensuring that needed public facilities are available when growth occurs. The implementation of a well-defined capital facilities plan will help realize the community's vision of a well-managed city. The ultimate full development of the Land Use Plan is contingent on the development of needed infrastructure in a timely and orderly fashion.

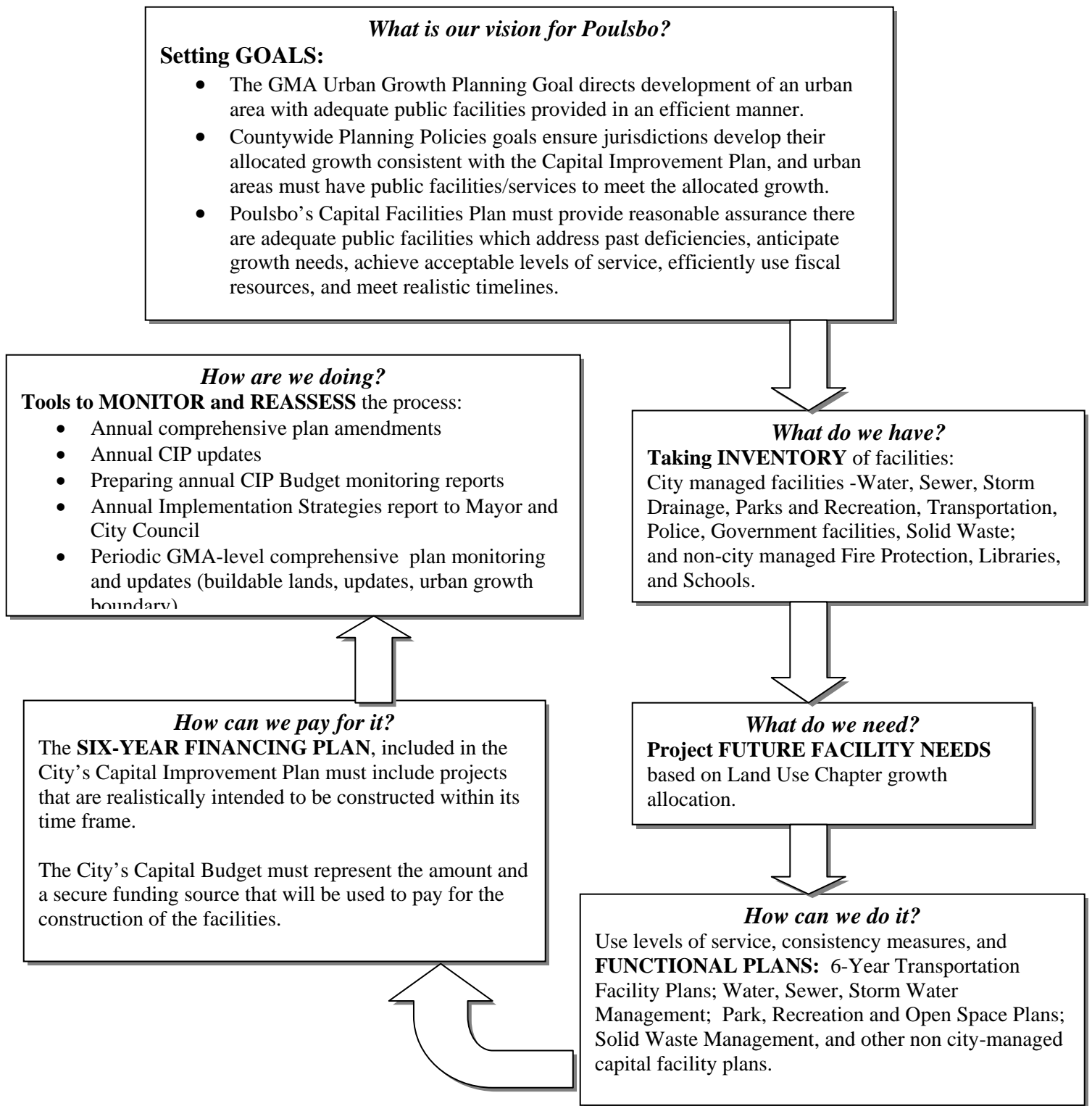
The purpose of the Capital Facilities Plan is to demonstrate that all capital facilities serving Poulsbo have been addressed and that capital facility planning has been and will continue to be, conducted for all capital facilities. A meaningful and GMA compliant CFP enables Poulsbo to practice good management of its infrastructure and resources. Planning for major facilities and their costs allows Poulsbo to:

- Ensure future capital facilities are provided cost effectively and compliant with the Growth Management Act;
- Ensure adopted level of service is maintained;
- Demonstrate the need for facilities and the need for revenues to pay for them;
- Estimate future operation/maintenance costs of new facilities that will impact the annual budget;
- Take advantage of sources of revenue (e.g. grants, impact fees, real estate excise taxes) that require a CFP in order to qualify for the revenue; and
- Get better ratings on bond issues when the City borrows money for capital facilities (thus reducing interest rates and the cost of borrowing money).

Poulsbo owns and manages a number of capital facilities including its roads, parks, water and sewer lines, police facilities, and administrative buildings. In addition to facilities owned and managed by Poulsbo, there are a number of publicly-owned capital facilities managed by other entities which provide for some of Poulsbo's public capital facility needs. These include, but are not limited to: schools, libraries, fire protection, sewage treatment, public transit and park-and-ride facilities.

Planning decisions made regarding these facilities are made by the responsible governing bodies. These decisions include the construction of new facilities, improvements to existing facilities, the levels of service provided by those facilities, and the sources of revenues and financing for needed facilities. Such decisions also recognize the evolving and adaptive role of technology in the provision of capital facilities.

Capital Facilities Planning Under the GMA



Poulsbo's Capital Facilities

In this Chapter, a section is devoted to each type of capital facility service: Water, Sanitary Sewer, Storm Water Management, Transportation, Parks and Recreation, Police Protection, Solid Waste, Government Facilities, Fire Protection, Libraries, and Schools. For Water, Sanitary Sewer, Storm Water Management, Transportation and Parks and Recreation, the most recent functional plan developed for each of these facilities has been included as an appendix to this comprehensive plan and are adopted in full. For those facilities where a functional plan is included as an appendix, the existing system conditions, LOS evaluation, and identified deficiencies discussion can be found in the respective functional plan.

This Chapter identifies: 1) a list of needed capital facility projects in order to meet the project growth demands to the year 2025; 2) the facilities' 6-year Capital Improvement Program with projected costs; and 3) a funding strategy for implementation of the identified projects.

Table CFP-1 Types and Providers of Capital Facilities

Facility Type	Provider	Description	Applicable Functional Plan(s) or other Documents
Water	City of Poulsbo Public Works Department	Provide supply of potable water from system of wells. Service area includes developed portions of city and surrounding unincorporated areas.	Water System Plan 2007
Sanitary Sewer	City of Poulsbo Public Works Department	Provide facilities used in the collection, transmission, storage, treatment or discharge of waterborne waste within the city limits.	Comprehensive Sanitary Sewer Plan 2008
Storm Water Management	City of Poulsbo Public Works Department	Provides facilities that collect and transport Storm Water runoff.	Storm Water Management Comprehensive Plan 2008
Transportation	City of Poulsbo Public Works Department	Provides streets, sidewalks, traffic controls and street lighting.	Transportation Chapter 4 Transportation Plan Update 2006
Parks	City of Poulsbo Parks and Recreation Department	Provides facilities for active and passive recreational activities.	Parks, Recreation and Open Space Chapter 8

			Poulsbo Park, Recreation and Open Space Plan 2006
Police Protection	City of Poulsbo Police Department	Provides facilities that support the provision of law enforcement services.	Poulsbo Annual Budget
Solid Waste	City of Poulsbo Public Works Department	Provides facilities for the collection and disposal of solid waste.	Poulsbo Annual Budget
Government Facilities	City of Poulsbo	Provides facilities at which the function and administration of city services can occur.	Poulsbo Annual Budget
Fire and Emergency Services	Poulsbo Fire Department	Provides facilities that support the provision of fire and emergency services.	Poulsbo Fire Department Annual Budget
Libraries	Kitsap Regional Library	Provides facilities that support the provision of library and community meeting space services.	KRL Annual Budget
Schools	North Kitsap School District	Provide elementary and secondary facilities for instruction in the several branches of learning and study required by the Basic Education Code of the State of Washington.	NK School District Capital Facilities Plan

12.2 Poulsbo Capital Facilities Level of Service

All capital facilities provided by Poulsbo use a form of measurement to evaluate performance and needs. The quantity and quality of needed capital facilities are measured by level of service, operating criteria or performance standards.

Levels of service (LOS) are quantifiable measures of the amount of public facilities that are provided to the community. Levels of service standards are measures of the quality of life of the community. Standards should be based on the community's vision of its future and its values.

Table CFP-2 City of Poulsbo Level of Service Standards

Capital Facility/Service	Level of Service
Water System	A flow volume that meets instantaneous demand together with projected fire flows.
Sanitary Sewer	A level that allows collection of peak wastewater discharge plus infiltration and inflow.
Storm Water	Manage the City-owned municipal separate storm sewer system (MS4) in compliance with the requirements of the Western Washington Phase II Municipal Stormwater Permit.
Transportation	The transportation LOS is established to identify the need for growth-related transportation programs and projects, as well as those that serve people already living and working in Poulsbo. The transportation concurrency requirement ensures that these programs and projects are implemented proportionally with the level of growth, and serve to implement the City’s Land Use Plan. Transportation LOS standards are contained in the Transportation Chapter, Policies TR-2.1 and TR-2.7.
Parks	Citywide: 13.73 acres per 1,000 population Neighborhood parks: 2 acres per 1,000 population Community parks: 3.5 acres per 1,000 population Regional parks: 1.5 acres per 1,000 population Open space parks: 6 acres per 1,000 population Trails: 1 mile per 1,000 population
Police Protection	Facilities, equipment and personnel sufficient to meet the demand for police protection and service for the residents and businesses located within the city limits.
Solid Waste	Weekly curbside refuse collection and recyclable materials collection.

Once an LOS standard has been established, the performance of a capital facility can be measured. A capital facility operating at or above the established LOS indicates no need for improvements or new facilities. A facility operating below the established LOS is an indication that there may be a need for improvements, new facilities, or an evaluation of the LOS.

12.3 Capital Facilities Future Facility Needs

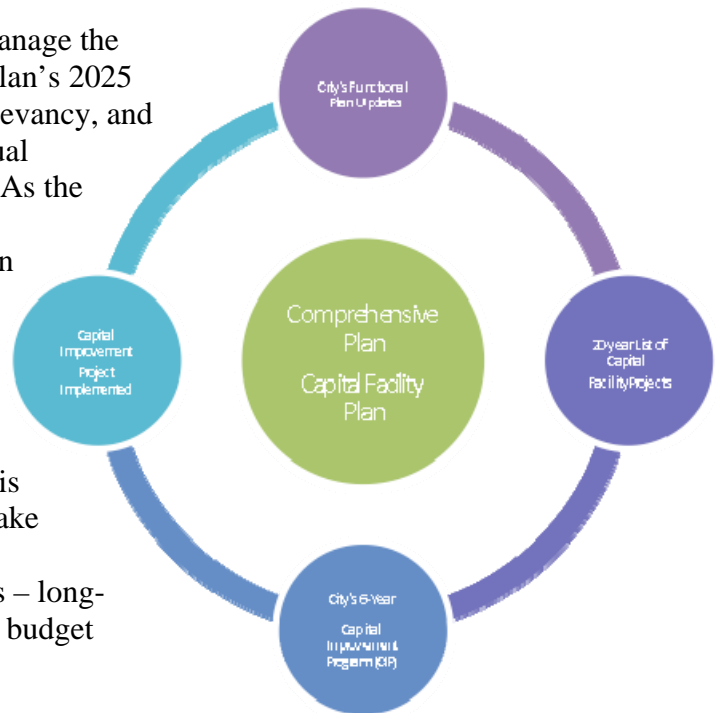
The 2025 population target established for Poulsbo by the Kitsap Countywide Planning Policy Appendix B, approved and adopted by the Kitsap Regional Coordinating Council is 14,808, reflecting a growth of 5,515 persons from 2009. The Capital Facilities Plan and the utility functional plans, have applied Poulsbo’s total population allocation of 14,808 to analyze system deficiencies, identify future capital needs, and to provide overall and long-term capital facility planning.

The City will ensure that the Comprehensive Plan’s Capital Facility Plan list of capital improvements is implemented. The City shall provide and fund the capital improvements, or require others to do so within the City’s legal parameters of doing so. The identified capital improvement projects are listed as a 20-year list of projects, with a 6-year CIP serving as short-term budgetary focus for implementing the CFP.

The functional plans include a list of projects that have been identified as necessary to provide the necessary capital facilities to accommodate the 2025 population allocation. In some cases, those projects have been reflected in the functional plan as being programmed into the 6-year CIP; however, it is important to note, that regardless of what the functional plan depicts in its 6-year CIP, only those items in the 6-year CIP (Table CFP-4) identified here in the comprehensive plan’s Capital Facilities Plan are the projects intended to be financed and constructed in that time frame by the City of Pouslbo; the remaining projects have been identified in the City’s 2025 Capital Facility Project List (Table CFP-3).

It is the intent of the City to continually manage the Comprehensive Plan’s Capital Facilities Plan’s 2025 project list and 6-year CIP to ensure its relevancy, and update as necessary during the City’s annual comprehensive plan amendment process. As the City completes projects on its 6-year CIP, projects from the 2025 project list will then move onto the 6-year CIP.

To ensure capital facility planning is made proactively, the City Council has established a Capital Improvement Planning Committee (PMC 2.04.040). This Committee was created to consider and make recommendations on the City’s capital improvement needs, and has two functions – long-term strategic planning, and financing and budget recommendations.



Recommended project priorities – what projects are to be completed when on the 6-year CIP, and what projects are to move off the 2025 project list onto the 6-year CIP – is to be conducted through the City Council Committee structure - with recommendations made by the City Department Heads. The policy guidance provided in Capital Facilities Chapter Policy CF-1.1 shall be used when recommending capital facility project priorities.

Once these recommendations have been agreed upon in Council Committee, the Capital Improvement Planning Committee shall review the recommendations, with continued input from City Department Heads, and forward its recommendation to the City Council, identifying: 1) the 6-year project priority funding recommendations to the City Council

as part of its annual budget process and its 6-year CIP; and 2) any 2025 project list modification recommendations which may need to be included as part of the City's annual comprehensive plan amendment process.

Further, the City's functional plans shall also be kept current and relevant by the appropriate Department, updating them at a minimum of the state required six-years, but earlier if warranted by changing conditions or new information. The functional plans' updates and/or amendments shall be adopted as comprehensive plan amendments (or as set forth in Capital Facilities Chapter Policy CF-6.4). The functional plans shall serve as the foundation for identifying the City's long-term capital facilities needs and funding strategies.

This method of continuous evaluation by the City, through its annual budget process (6-year CIP), the annual comprehensive plan amendment process (2025 Project List), and by keeping the City's functional plans current and relevant, ensures long-range, coordinated capital facility planning and implementation of the City's Capital Facilities Plan.

Table CFP-3 below identifies the list of capital facility improvements necessary for the City to adequately accommodate the 2025 population allocation assigned to Poulsbo. Detailed descriptions of each of the projects as well as funding strategies are identified further in this chapter under the specific facilities section.

Please note this list of projects has been developed comparing current facilities and projecting the needs of the 2025 population allocation, as described in detail in the City's functional plans. These projects are to be implemented over the long-term planning period and will be funded through a variety of means available to the City. Specific funding sources are identified later in this Chapter.

Table CFP-3 2025 City Capital Facility Project List

Capital Facility	Project List
Water System	Lincoln Well No. 2 Well House and Telemetry Big Valley Well No.3 Westside Well No. 2 Reservoir Seismic Evaluations Reservoir Coating Program Finn Hill Reservoir No. 2 Wilderness Park Booster Station Replacement Finn Hill Booster Station Replacement Lincoln Well Transmission Line Old Town Water Main Replacement Big Valley Transmission Main Wilderness Park Transmission Main Hostmark Transmission Main Finn Hill Transmission Main 3 rd Avenue Water Main Extension
Sanitary Sewer	Central Poulsbo Inflow and Infiltration Reduction Annual Inflow Reduction Program 6 th Avenue Pump Station Upgrade 9 th Avenue Pump Station Upgrade Village Pump Station Repair Marine Science Pump Station Repair Portable Trash Pumps Slipline Force Main Between Lindvig and Marine Science Center Pump Stations Replace Force Main Between Marine Science Center Pump Station and Harrison Street Replace 6 th to 9 th Avenue Pump Station Force Main Repair or Replace Metering Flume and Flow Measurement System Lemolo Pipeline Improvements Pipe Replacement at Johnson Road Pump Station 16 Improvements I&I Effectiveness and Downstream Conveyance Improvements Study Finn Hill Basin Collection System Noll Road (north) Collection System Noll Road (south) Collection System South Viking Avenue Collection System Liberty Bay Pump Station Improvements Central Viking Avenue Collection System Finn Hill Collection System
Storm Water	Restore South Fork Dogfish Creek near 8 th Avenue New 18" Storm Drain east of Viking Avenue Fjord Drive Bank Repair Phase 1 Replace Storm Drain in Wendy Way Replace Norrland Lane Drainage Ditch Replace Storm Drain West of 10 th Avenue Repair American Legion Park outfall South Fork of Dogfish Creek Regional Detention Facility, Phase 2 South Fork of Dogfish Creek Enhancement, 7 th Avenue to Liberty South Fork of Dogfish Creek Enhancement, Wilderness Park

	<p>Viking Avenue Regional Detention Facility South Viking Avenue Regional Detention Facility Noll Road Regional Water Quality and Detention Facility Fjord Drive Repair and Storm Water Treatment, Phase 2 Fjord Drive Shoreline and Drainage Repair Replace Bjorgen Creek Culvert Haugen Street Storm Drainage System</p>
<p>Transportation/ Streets</p>	<p><u>Roadway Improvements</u> Turn lane and Sidewalks: 10th Avenue 600' north of Liberty to Liberty Sidewalks and Resurface: 8th Avenue from Hostmark to Iverson Sidewalks and Resurface: Pugh from Lincoln to city limits Sidewalks and Resurface: Mesford from Caldart to Noll Sidewalks and Resurface: Hostmark from 4th Avenue to 6th Avenue Sidewalks and Resurface: Caldart from Hostmark to Gustaf Sidewalks and Resurface: Noll Road from Mesford to Lincoln Sidewalks and Resurface: Noll Road from SR 305 to Mesford Sidewalks and Resurface: 4th Avenue from Arbitus to Torval Canyon Sidewalks and Resurface: Finn Hill from Rhododendron to Olhava A Street Sidewalks and Resurface: Viking Way from SR 305 to north city limits Sidewalks and Resurface: Vetter Road from Viking Way to north end SR 305 Sidewalks and Resurface: Cedar Lane from Finn Hill to New Road "M" Sidewalks and Resurface: Liberty Road from Viking Way to New Road "M" Sidewalks and Resurface: Bernt Road from SR 307 to Little Valley Road Sidewalks and Resurface: Genes Road from Little Valley to approx.12th Avenue Sidewalks and Resurface: Johnson Road from SR 305 to New Road "M" Sidewalks and Resurface: Little Valley Road from Forest Rock Lane to UGA boundary Sidewalks: 11th Avenue from Hostmark to Sol Vei Way Sidewalks: Urdahl Road from Finn Hill Road to Olhava E Street Sidewalks: 4th Avenue from Iverson Street to Hostmark Street Sidewalks: Lincoln Road from Hostmark to SR 305 Left-turn lane, Sidewalks and Bike Lane: Lincoln from Laurie Vei to UGA boundary Turn lanes: Iverson from Jensen Way to 4th Avenue Turn lanes and Sidewalks: Hostmark from 11th Avenue to Noll Road Through lanes: Hostmark from SR 305 to 11th Avenue Add through lanes, signal coordination and TDM strategy: Finn Hill Road from Olhava A Street to Rasmussen Court Pavement restoration, sidewalks and drainage: Hamilton Court from Jensen Way to 1st Avenue. Fjord Drive Bank Repair</p> <p><u>Transit Improvements</u> Park and Ride lot: Noll Road vicinity Park and Ride lot: Viking Avenue vicinity</p> <p><u>New Roadway Segments</u> Forest Rock Extension from Caldart Avenue to Pugh Road Mesford Extension from Gilmax Lane to Caldart New Road "W" from Baywatch Court to Johnson Road New Road "X" from Johnson Road to Noll Road Sunrise Ridge Extension from existing end to Johnson Road Olhava E Street from existing end to Urdahl Road New Road "M" from Finn Hill Road to Viking Way New Road "N" from Rhododendron to Urdahl Road</p>

<p>Transportation/ Streets</p>	<p>New Road “K” from New Road “M” in West UGA boundary Vetter Road Extension from existing end Vetter Road to SR 305 12th Avenue from existing end to Genes Lane New Road “L” from Viking Avenue at Liberty Shores to New Road “M” Laurie Vei extension from existing end of Laurie Vei to Caldart 12th Avenue from existing end to Lincoln Langaunet/Maranatha from Mesford to Lincoln New Road “Q” from Langaunet to Noll Road (E-W) New Road “R” from Noll Road @ Mesford to Hostmark New Road “S” from Noll Road @ soccer fields to New Road “R” New Road “Y” from New Road “S” to New Road “T” New Road “T” from Noll Road @ Thistle to Noll Road @ Heron Pond New Road “U” from Bjorn Street to New Road “T” New Road “Z” from Forest Rock Lane to 10th Avenue</p> <p><u>Intersection Improvements</u> Signal and Through lanes: Finn Hill at SR 3 Southbound Ramp Potential Roundabout: Finn Hill at Rude and Urdahl Potential Roundabout: Lincoln at 8th Avenue/Iverson Potential Roundabout: Lincoln Road at Noll Road Signal and Channelization: SR 307 at Bernt Road Signal and Channelization: Finn Hill at Rasmussen Court Signal and Channelization: Finn Hill at New Road “M” Signal and Channelization: Viking Way at Rasmussen Court extension Signal: Lincoln at 10th Avenue Signal: Liberty at 7th Avenue Signal: Liberty at 10th Avenue Signal: 10th Avenue at Forest Rock Lane Channelization: SR 307 at Bernt Road Channelization: Vetter Extension at SR 305 Signal: Lincoln at Pugh Channelization: Hostmark at Caldart</p> <p><u>TDM Strategies/Measures</u> Front Street, Finn Hill Road, Lindvig Way, Forest Rock Lane and Caldart Avenue</p>
<p>Solid Waste</p>	<p>Solid Waste Transfer Station</p>
<p>Parks</p>	<p><u>Park Land Acquisition</u> Acquire Lord Property Acquire parcels near County Road 59 Acquire properties adjacent to Centennial Park Acquire land adjacent to Fish Park Acquire land East Poulsbo for new neighborhood park Acquire land West Poulsbo for new neighborhood park Acquire Hamilton Field Acquire East Liberty Bay Shoreline Property Acquire Johnson Creek Wildlife Corridor parcels</p> <p><u>Park Land Development</u> Poulsbo Fish Park development College Marketplace Athletic Fields Centennial Park development</p>

	Nelson Park Phase 2 development Indian Hills Recreation Area development <u>Trail Acquisition and Development</u> East-West Liberty Bay Trail Shoreline property south Front Street Dogfish Creek Nature Trails Betty Iverson-Kiwanis Park Trail Development Moe Street Trail
Government Buildings	Construct New City Hall Construct New Public Works Complex Construct new Police Station Acquire a new Recreation Center North Kitsap Regional Events Center

Sources: Comprehensive Water Plan 2007; Comprehensive Sanitary Sewer Plan Update 2007, 2008; Comprehensive Storm Water Management Update 2008; Transportation Plan Update 2006; Parks, Recreation and Open Space Plan 2006, 2008 CIP; and 2009 City Annual Budget CIP.

Table CFP -4 City of Poulsbo 6-Year Capital Improvement Projects

2011 - 2016 GENERAL PURPOSE CAPITAL IMPROVEMENTS

Page #	Project Name	Prior Years	2011 Project Cost	2012 Project Cost	2013 Project Cost	2014 Project Cost	2015 Project Cost	2016 Project Cost	Total Project Cost
General Projects/Municipal Facilities									
14	Parks & Rec Building	\$ 600,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ 660,000
	6-Non-Voted Bonds	310,000	-	-	-	-	-	-	
	7- City/Utility Reserves	290,000	20,000	20,000	20,000	-	-	-	
15	PW Complex Relocation	1,100,000	100,000	-	500,000	2,664,530	2,235,670	1,100,000	7,700,200
	6-Non-Voted Bonds	-	-	-	-	2,664,530	2,235,670	-	
	7- City/Utility Reserves	1,100,000	100,000	-	500,000	-	-	-	
	11-Sale of PW Prop	-	-	-	-	-	-	1,100,000	
Total Municiple Facility Projects		\$ 1,700,000	\$ 120,000	\$ 20,000	\$ 520,000	\$ 2,664,530	\$ 2,235,670	\$ 1,100,000	\$ 8,360,200
Total Municiple Facility Funding Sources		1,700,000	120,000	20,000	520,000	2,664,530	2,235,670	1,100,000	8,360,200
	6- Non-Voted Bonds	310,000	-	-	-	2,664,530	2,235,670	-	5,210,200
	7 - City/Utility Resesrves	1,390,000	120,000	20,000	520,000	-	-	-	2,050,000
	11 - Sale of Property	-	-	-	-	-	-	1,100,000	1,100,000

2011 - 2016 GENERAL PURPOSE CAPITAL IMPROVEMENTS (continued)

Page #	Project Name	Prior Years	2011 Project Cost	2012 Project Cost	2013 Project Cost	2014 Project Cost	2015 Project Cost	2016 Project Cost	Total Project Cost
Park Projects									
16	American Legion Park Asphalt Trail Improvement	\$ -	\$ 20,000	\$ 105,000	\$ -	\$ -	\$ -	\$ -	\$ 125,000
	7-City/Utility Reserves	-	20,000	105,000	-	-	-	-	
17	Centennial Park	860,308	-	150,000	61,500	-	-	-	1,071,808
	7-City/Utility Reserves	214,308	-	25,000	25,000	-	-	-	
	8 - City Impact Fees	46,000	-	125,000	36,500	-	-	-	
	10-Real Estate Excse Tax	600,000	-	-	-	-	-	-	
18	Poulsbo Fish Park Restoration	2,375,390	25,000	130,000	25,000	-	-	-	2,555,390
	1-Federal Grants	150,000	-	-	-	-	-	-	
	2-State Grants	1,817,964	-	-	-	-	-	-	
	7-City/Utility Reserves	130,401	25,000	25,000	25,000	-	-	-	
	8 - City Impact Fees	-	-	105,000	-	-	-	-	
	13-Donation/In-Kind	277,025	-	-	-	-	-	-	
19	College Marketplace Athletic Fields	-	-	115,000	465,000	425,000	-	-	1,005,000
	2-State Grants	-	-	-	400,000	400,000	-	-	
	7-City/Utility Reserves	-	-	-	25,000	25,000	-	-	
	8-City Impact Fees	-	-	115,000	40,000	-	-	-	
20	Liberty Bay Waterfront Trail	-	65,000	45,000	-	-	-	-	110,000
	1-Federal Grants	-	45,000	45,000	-	-	-	-	
	7-City/Utility Reserves	-	10,000	-	-	-	-	-	
	13 - Donation/In-Kind	-	10,000	-	-	-	-	-	

Total Park and Recreation Projects	\$ 3,235,698	\$ 110,000	\$ 545,000	\$ 551,500	\$ 425,000	\$ -	\$ -	\$ -	\$ 4,867,198
Total Park and Recreation Funding Sources	\$ 3,235,698	110,000	545,000	551,500	425,000	-	-	-	\$ 4,867,198
1 - Federal Grants	150,000	45,000	45,000	-	-	-	-	-	240,000
2 - State Grants	1,817,964	-	-	400,000	400,000	-	-	-	2,617,964
7 - City/Utility Reserves	344,709	55,000	155,000	75,000	25,000	-	-	-	654,709
8 - City Impact Fees	46,000	-	345,000	76,500	-	-	-	-	467,500
10 - Real Estate Excse Tax	600,000	-	-	-	-	-	-	-	600,000
13 - Donation/In-Kind	277,025	10,000	-	-	-	-	-	-	287,025
Total General Purpose Capital Projects	\$ 4,935,698	\$ 230,000	\$ 565,000	\$ 1,071,500	\$ 3,089,530	\$ 2,235,670	\$ 1,100,000	\$ -	\$ 13,227,398
Total General Purpose Funding Sources	\$ 4,935,698	\$ 230,000	\$ 565,000	\$ 1,071,500	\$ 3,089,530	\$ 2,235,670	\$ 1,100,000	\$ -	\$ 13,227,398

2011 - 2016 TRANSPORTATION CAPITAL IMPROVEMENTS

Page #	Project Name	2011 Project Cost	2012 Project Cost	2013 Project Cost	2014 Project Cost	2015 Project Cost	2016 Project Cost	Total Project Cost	
	Prior Years								
Street Projects									
23	Noll Road Improvements	\$ 894,000	\$ 100,000	\$ 700,000	\$ 100,000	\$ 500,000	\$ -	\$ -	\$ 2,294,000
	1-Federal Grants	619,000	-	450,000		400,000		-	
	7-City/Utility Reserves	275,000	50,000						
	8-City Impact Fees	-	50,000	250,000	100,000	100,000		-	
24	3rd Ave Reconstruction - Moe to Iverson	60,000	300,000						360,000
	7-City/Utility Reserves	60,000	300,000						
25	3rd Ave Reconstruction - Moe to Hostmark		30,000	45,000	500,000				575,000
	7 - City/Utility Reserves		30,000	45,000	500,000				
26	Finn Hill Reconstruction				100,000	450,000			550,000
	8-City Impact Fees				100,000	450,000			
27	7th Ave Overlay - 8th to Liberty					160,000			160,000
	7-City/Utility Reserves					160,000			
28	Lincoln Rd Reconstruction - PS&E					100,000	100,000		200,000
	8-City Impact Fees					100,000	100,000		
29	Caldart Ave./Forest Rock Lane Overlay		-	80,000	-	266,000	-	-	346,000
	7-City/Utility Reserves			80,000		266,000			
30	Fjord Rd. Overlay - Hostmark to C/L						500,000	450,000	950,000
	7-City/Utility Reserves						500,000	450,000	
31	6th Avenue Traffic Safety Improvements		300,000	-					300,000
	2 - State Grants		250,000						
	7-City/Utility Reserves		50,000	-					
32	Hostmark 5ft sidewalk/bike lane		30,000	20,000	-	-	-	-	50,000
	7-City/Utility Reserves		30,000	20,000					
33	Liberty Bay Waterfront Trail		95,000	105,000	-	-	-	-	200,000
	1-Federal Grants		80,000	80,000					
	7-City/Utility Reserves		15,000	25,000					
34	Emergency Fjord Drive Bank Repair		475,000	-	-	-	-	-	475,000
	1-Federal Grants		475,000						
Total Transportation Capital Projects		\$ 954,000	\$ 1,330,000	\$ 950,000	\$ 700,000	\$ 1,476,000	\$ 600,000	\$ 450,000	\$ 6,460,000
Total Transportation Capital Funding Sources		954,000	\$ 1,330,000	\$ 950,000	\$ 700,000	\$ 1,476,000	\$ 600,000	\$ 450,000	\$ 6,460,000
	1 - Federal Grants	619,000	555,000	530,000	-	400,000	-	-	2,104,000
	2 - State Grants	-	250,000	-	-	-	-	-	250,000
	7 - City/Utility Reserves	335,000	475,000	170,000	500,000	426,000	500,000	450,000	2,856,000
	8 - City Impact Fees	-	50,000	250,000	200,000	650,000	100,000	-	1,250,000

2011 - 2016 ENTERPRISE CAPITAL IMPROVEMENTS

Page #	Project Name	2011 Project Cost	2012 Project Cost	2013 Project Cost	2014 Project Cost	2015 Project Cost	2016 Project Cost	Total Project Cost	
	Prior Years								
Sewer									
38	Annual Inflow Reduction Program	30,000	20,000	20,000	20,000			90,000	
39	6th & 9th Avenue Pump Station	150,000	600,000					750,000	
40	Tollefson Forcemain Upgrade		50,000					50,000	
41	Poulsbo Village Pump Station Upgrade			81,000				81,000	
42	Harrison Forcemain Replacement		40,000	340,000	-			380,000	
43	Replace Johnson Pipe			58,000				58,000	
44	I&I Effectiveness/Downstream Capacity Study				110,000			110,000	
45	Lemolo Pipeline Improvement					50,000		50,000	
46	Slipline Beach Force Main					180,000	1,120,000	1,300,000	
47	Capital Facilities Charge for CK Plant			500,000	500,000	500,000	500,000	2,500,000	
48	Emergency Fjord Drive Bank Repair		30,000					30,000	
Total Sewer Capital Projects		\$ 180,000	\$ 740,000	\$ 941,000	\$ 578,000	\$ 610,000	\$ 730,000	\$ 1,620,000	\$ 5,399,000
Funding Source	Prior Years	2011	2012	2013	2014	2015	2016	Total	
6 Non-Voted Bonds		-	-	-	-	-	-	-	
7-Sewer Reserves	180,000	740,000	941,000	578,000	500,000	730,000	1,620,000	5,289,000	
8, 13 Developer/Unknown Funding		-	-	-	-	-	-	-	
Funding for Sewer Projects		\$ 180,000	\$ 740,000	\$ 941,000	\$ 578,000	\$ 610,000	\$ 730,000	\$ 1,620,000	\$ 5,399,000
Water									
49	Westside Well - Treatment for Manganese	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	100,000	
50	Intrusion Alarms	22,000						22,000	
51	Big Valley Wells Piping Improvements	15,000	75,000					90,000	
52	Pugh Well/Lincoln #2-Treatment for Manganese	100,000						100,000	
53	Hostmark Transmission Main		40,000	648,000				688,000	
54	Wilderness Park Booster Station Replacement			50,000	563,000			613,000	
55	Wilderness Park Transmission Main		35,000	439,000				474,000	
56	Old Town - Distribution Main Replacement		-	-	350,000	350,000		700,000	
57	Finn Hill Transmission Main				453,000			453,000	
58	Big Valley Well #3				166,000	302,000		468,000	
59	Finn Hill Booster Station				35,000	740,000		775,000	
60	Big Valley - Little Valley Transmission Main	200,000	900,000			-		1,100,000	
61	Westside Well # 2					100,000	350,000	450,000	
62	Finn Hill Reservoir #2						1,086,000	1,086,000	
63	Emergency Fjord Drive Bank Repair		30,000					30,000	
Total Water Capital Projects		\$ -	\$ 467,000	\$ 1,050,000	\$ 1,137,000	\$ 1,567,000	\$ 1,492,000	\$ 1,436,000	\$ 7,149,000
Funding Source	Prior Years	2011	2012	2013	2014	2015	2016	Total	
7-Water Reserves	-	467,000	1,050,000	1,137,000	1,567,000	1,492,000	1,436,000	7,149,000	
Funding for Water Projects		\$ -	\$ 467,000	\$ 1,050,000	\$ 1,137,000	\$ 1,567,000	\$ 1,492,000	\$ 1,436,000	\$ 7,149,000

2011 - 2016 ENTERPRISE CAPITAL IMPROVEMENTS (continued)

Page #	Project Name	Prior Years	2011 Project Cost	2012 Project Cost	2013 Project Cost	2014 Project Cost	2015 Project Cost	2016 Project Cost	Total Project Cost
Storm Drain									
64	Dogfish Creek Restoration		50,000	350,000	300,000				700,000
65	Anderson Parkway LID Retrofit	46,000	321,000						367,000
66	Noll Rd Culver Replacement/Bjorgen Cr Culvert	40,000		260,000					300,000
67	Replace Storm Drains in Ridgewood		40,000						40,000
68	Replace Storm Drain in Wendy Way		-		83,000				83,000
69	Norrlund Drainage Ditch Replacement					57,000			57,000
70	Replace Storm Drain West of 10th Ave.						32,000		32,000
71	Repair American Legion Park Outfall							94,000	94,000
72	Emergency Fjord Drive Bank Repair		30,000						30,000
Total Storm Drain Projects		\$ 86,000	\$ 441,000	\$ 610,000	\$ 383,000	\$ 57,000	\$ 32,000	\$ 94,000	\$ 1,703,000
Funding Source									
	Prior Years	2011	2012	2013	2014	2015	2016	Total	
	2-State Grants	\$ -	\$ 270,000	\$ 400,000	\$ 200,000	\$ -	\$ -	\$ -	\$ 870,000
	7-Storm Drain Reserves	\$ 86,000	\$ 171,000	\$ 210,000	\$ 183,000	\$ 57,000	\$ 32,000	\$ 94,000	\$ 833,000
Funding for Storm Drain Projects		\$ 86,000	\$ 441,000	\$ 610,000	\$ 383,000	\$ 57,000	\$ 32,000	\$ 94,000	\$ 1,703,000
Solid Waste									
73	Solid Waste Transfer Station	25,000	125,000	-	-	-	-	-	150,000
Total Solid Waste Projects		\$ 25,000	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000
Funding Source									
	Prior Years	2011	2012	2013	2014	2015	2016	Total	
	2 State Grants		-	-	-	-	-	-	-
	7-Solid Waste Reserves	\$ 25,000	\$ 125,000	\$ -				\$ 150,000	
Funding for Solid Waste Projects		25,000	125,000	-	-	-	-	-	150,000
Total Enterprise Projects		\$ 291,000	\$ 1,773,000	\$ 2,601,000	\$ 2,098,000	\$ 2,234,000	\$ 2,254,000	\$ 3,150,000	\$ 14,401,000
Total Funding Enterprise Projects		\$ 291,000	\$ 1,773,000	\$ 2,601,000	\$ 2,098,000	\$ 2,234,000	\$ 2,254,000	\$ 3,150,000	\$ 14,401,000
GRAND TOTAL CIP PROJECTS									
		\$ 6,180,698	\$ 3,333,000	\$ 4,116,000	\$ 3,869,500	\$ 6,799,530	\$ 5,089,670	\$ 4,700,000	\$ 34,088,398
GRAND TOTAL CIP FUNDING SOURCES									
		\$ 6,180,698	\$ 3,333,000	\$ 4,116,000	\$ 3,869,500	\$ 6,799,530	\$ 5,089,670	\$ 4,700,000	\$ 34,088,398

The City's Capital Improvement Projects (Table CFP-4) are divided into three categories in the City's Annual Budget. The General Purpose category contains projects dealing with police, parks and recreation, and public buildings. The Transportation category contains projects dealing with vehicle and pedestrian transportation. The Enterprise category contains projects associated with the City's utilities – water, sanitary sewer, storm water and solid waste.

The Water, Sanitary Sewer, Storm Water and Solid Waste Capital Improvement Projects are funded through from each utility's enterprise fund capital reserves. The enterprise funds' monthly user charges and initial connection charges are the primary revenue sources for their capital projects.

The funding source for the General Purpose category is from general obligation bonds, impact fees, federal and state grants, city reserves and in kind donations, usually associated with park projects and through the contribution of community groups' labor and donated materials.

12.4.1 Capital Facility Funding

The Capital Improvement Program identified in the Comprehensive Plan Capital Facilities Plan and in the City's most current annual budget, is the City's six-year financing and implementation plan where the City's prioritized public facilities and infrastructure projects have been identified and priced.

The objective of the CIP is to identify capital facility needs and funding mechanisms to finance the construction, reconstruction, and acquisition of needed assets because of aging, growth, changing needs, and Poulsbo's desire to improve the city's capital investment.

The CIP utilizes numerous revenue sources to fund designated capital improvement projects. City Revenues come from various sources, including sales tax, utility monthly rates and initial connection charges, as well as state revenues, bond issues, and state and federal grants or loans. Another source of revenue is impact fees and other specific revenues allowed under the Growth Management Act to fund the city's capital investment and needed public facilities. Similar to city-managed capital facilities, non-city-managed capital facilities improvements are funded through bond issues and special assessments.

The City of Poulsbo believes that a "pay as you go" approach for capital facility improvements is the most advantageous method for the community. This has often resulted in delaying capital improvements until most, if not all, of the funding was at hand. To achieve this, the City established several reserve accounts. For example, the City transfers into utility reserves an amount equal to 100% of its depreciation expense, this has allowed the City to prolong the need to go out for debt on smaller projects, and be able to fund the entire project.

In addition, of the City's property taxes collected, the City transfers 36% into the street fund for maintenance, operations and small projects; 5% into park reserves; and 5% into the street reserves for capital projects. The City also uses the first one-quarter percent of its real estate excise tax for streets; while the second one-quarter percent held in reserve for CIP projects. Many of the City's streets and parks have been improved and/or developed with a combination of federal or state grants, and funds from the City's reserves.

Debt Financing

As the demand for public sector investment and infrastructure continues to grow, the issuance of debt has become an increasingly important component of state and local government capital programs. While the issuance of debt is frequently an appropriate method of financing capital projects, it also entails careful monitoring of such issuance to ensure that an erosion of the City's credit quality does not result. The City of Poulsbo currently received an underlying "AA" rating for its last insured General Obligation Bonds issue from Standard and Poors. This is an upgrade from the previous "A+" rating.

The implementation of the City's formal debt policies is an important component of the City's overall capital program. Two basic forms of long-term debt are General Obligation and Revenue Bonds. The difference between the two types is that General Obligation bonds are backed by the full faith and credit (i.e. taxes) of the City. Revenue bonds are backed by the income of a specific utility or activity for repayment (i.e. monthly utility fees). The City of Poulsbo has utilized both general obligation and revenue debt in its operations.

The decision to borrow money binds the City to a stream of debt service payments that can last as long as thirty years. The consistent application of carefully developed debt management policies can benefit the City in a number of areas. Foremost among these benefits are enhanced credit quality and improved access to the tax-exempt and tax credit markets. Formal debt policies send a clear message to credit analysts, underwriters and investors that the City is administering its debt program in a responsible manner. The City of Poulsbo complies with its policies relative to debt management.

In addition, the City, under RCW 39.36.020(4), may ask the public to approve park facilities and utility bond issues. The voter - approved bonds have a limit on the amount to be approved. All voted bonds require a 60% majority approval, and total votes must equal at least 40% of the total votes cast in the last general election.

The City may issue bonds for general government in an amount not to exceed 2.5% of the city's assessed valuation. Within the 2.5%, the City Council may approved bond issues not to exceed 1.5% (non-voted) of the City's assessed value.

Rate Increases

The City's current utilities of sewer, water, storm drainage and solid waste are enterprise funds, and are intended to be self-sufficient – the rates collected for the service, are in turn used to operate, maintain and improve the utilities. With the continued aging of the City's utility infrastructure, repair and replacement of existing facilities will become

more critical within the 6- and 20-year planning period. The current rates, most established over ten years ago, will not be able to keep pace with the improvement needs of the City's infrastructure. Therefore, the City initiated a rate study in 2008 to evaluate its utility rates. Through this process, a rate increase for the sewer utility was determined necessary in order to ensure adequate funding to maintain and improve this utility's infrastructure. Further, rate adjustment to include annual CPI is also anticipated on the monthly rates and initial connection charges. These increases were implemented in early 2009.

The City, through its functional plan updates, shall continually monitor its utilities' financial ability to fund its operations, maintenance and necessary capital improvements, alerting the City of when rate increases or additional revenue sources are necessary.

Impact Fees

Impact fees are charges assessed by local governments against new development projects that attempt to recover the cost incurred by government in providing the public facilities required to serve the new development. Impact fees are only used to fund facilities, such as roads, schools, and parks, that are directly associated with the new development. They may be used to pay the proportionate share of the cost of public facilities that benefit the new development; however, impact fees cannot be used to correct existing deficiencies in public facilities.

In Washington, impact fees are authorized for those jurisdictions planning under the Growth Management Act (RCW 82.02.050 - .100), as part of "voluntary agreements" under RCW 82.02.020, and as mitigation for impacts under the State Environmental Policy Act (SEPA – Ch. 43.21C RCW). GMA impact fees are only authorized for: 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 currently requires traffic impact fees, and park and school mitigation fees. It is anticipated after the adoption of the comprehensive plan, an impact fee ordinance for park and schools will be adopted. However, it is important to note that generally, impact fees cannot cover the full cost of a new facility since these fees must be directly and proportionately related to impacts associated with the impacts of new development.

Business and Occupation Tax

The City is currently one of the few cities in the State of Washington that does not impose a business and occupation (B&O) tax. All cities are authorized to establish such a tax and doing so could generate significant revenue that could be earmarked to fund the City's capital improvements.

The City's ability to finance its Capital Improvement Plan is the critical piece in ensuring the City is able to fully serve its current and future citizens, as well as being compliant with the requirements of the Growth Management Act. The City has in its financing "toolbox" the choices of borrowing funds or raising service rates and taxes as methods of increasing its revenues. Perhaps neither of these options are desirable, but the reality of needing to improve aging infrastructure, providing and maintaining streets, securing

future sewer capacity and water supply, as well as facilities which significantly improve Poulsbo's resident's quality life, such as trails, parks and open space, must be funded somehow. The City Council's Capital Facilities and Finance subcommittees will need to tackle these important funding questions.

12.5 Reassessment of Land Use Element

The Growth Management Act requires that provisions be made to reassess the Land Use Element of the Comprehensive Plan periodically because a capital facilities plan is an evolving document based on projected population growth and future land development. The purpose of this requirement is to ensure that adequate facilities will be made available at the time certain portions of the City are developed and facilities are needed. If the anticipated funding for the needed capital facilities falls short, the GMA requires a reassessment of the Land Use Element to determine what changes needed to be made.

The Capital Facilities Policy CF-4.3 establishes the procedure the City will use in reviewing the Land Use Element. Additionally, the comprehensive plan has identified an implementation strategy that tasks the City Council Capital Facilities Committee to monitor the funding sources and the City's ability to implement its 6-year Capital Improvement Program.

12.6 Water System

The City of Poulsbo Water Utility provides potable water within the city limits and some limited areas in the surrounding unincorporated UGA. A complete inventory, analysis of need, identification of deficiencies, and the capital facilities program is provided in the 2007 Water System Plan, which is included in Appendix B-1 to the Comprehensive Plan and adopted in its entirety.

The City's water system provides service to approximately 7,800 people located in an area totaling 2,912 acres. These customers are served by five wells (2.3 million gallons per day), nine reservoirs (4.1 million gallons), and four pressure zones. Approximately two-thirds of total water consumption is used by residential customers.

The City's water service area encompasses approximately 5.15 square miles and ranges from sea level to 406 feet. The downtown area lies in the lower elevations near the shores of Liberty Bay. The service area is separated into four pressure zones to serve the varying service elevations. The water service area has been expanded since the City's 2000 Water System Plan to reflect the City's annexation into its urban growth area, as well as those portions of the City's urban growth area not currently annexed. In addition, the service area also recognizes the City's ability to serve customers from the new College MarketPlace facilities (West High Zone). The service area in the northwestern part of the City's urban growth area is not included due to the topography of the area. These high elevation parcels will continue to be within the Kitsap Public Utility District's water service area.

Water system expansion is expected as the city continues to grow. College Market Place has laid the foundation for new commercial development in the northwest part of the

City. Further, additional residential development is expected, consistent with the City's Urban Growth Area, and its mandate to accommodate growth. In addition, infill and re-development is also occurring within the existing city limits. Combined, the city's expected growth places an increasing demand on the water system and its ability to provide safe and reliable water supply.

Utilizing the City's 2025 population forecast, the 2007 Water System Plan predicts that by the end of the 2025 planning period, the city residents and businesses total annual water usage will be 1,966 acre-feet/year. These projections include reductions in water use created by increased conservation and water use efficiency measures underway and planned by the City. At this time, the City holds water rights allowing for a total of 1,734 acre-feet/year. Additional water right capacity or supply is necessary to meet future demands.

It should be emphasized that the City has an obligation to plan for the 2025 population forecast – which the 2007 Water System Plan has done. The actual realization of the city's population growth – and therefore its impact on the City's water system and supply – is also influenced by regional, state, and national economic influences and trends.

However, in order to ensure that the City is planning for the 2025 population forecast and to meet the needs of future residents, the City has initiated discussions with Kitsap Public Utility District (KPUD) to provide water supply in the future at such a time as the City needs it. A Memorandum of Understanding has been agreed upon by the City of Poulsbo and KPUD, which lays out the process to establish coordinated domestic water supply, storage and service areas. A copy of the MOU is included with the 2007 Water Supply Plan in Appendix B-1.

2025 Water Facility Improvements

Water system capital facility improvements have been evaluated, identified and prioritized on the basis of water quality concerns, growth demands, regulatory requirements, component reliability, system benefit, and financial priority for the planning period to 2025. When the Water System Plan is updated again at the end of its 6-year planning period, the projects presented for the 20-year planning period should be reevaluated and scheduled for the subsequent 6-year planning period as necessary.

Water Supply Projects

Lincoln Well No. 2 (Pugh Well Replacement) Well House and Telemetry

The City began drilling a second well in 2006 on the Lincoln Well site as a replacement for the Pugh Road Well. The new well will eliminate the need to frequently use the Pugh Road Well, which has iron bacteria problems. As a result, the City can reduce the flushing frequency thereby lowering water production requirements and lost and unaccounted for water. The Pugh Well water right allows for 650 gpm of instantaneous withdrawal and the new well is being designed to maximize the water right.

Long Term Water Supply Study

The City plans to develop a long term water supply study that identifies alternatives to procuring additional water rights or water supply capacity.

Big Valley Well No. 3

The City plans to drill, develop, and equip a third well at the Big Valley Well site. A new 500-gpm well will provide sufficient flows through 2014. This project will be re-evaluated upon completion of the long-term water supply study.

Westside Well No. 2

The City plans to drill, develop, and equip a second well at the Westside Well site. Additional supply capacity will be necessary by 2014 to provide sufficient flows through 2026. This project will be re-evaluated upon completion of the long-term water supply study.

Storage Projects

Reservoir Seismic Evaluations

The City plans to conduct a seismic evaluation study of the existing reservoirs. Additional capital improvements may be determined based on the findings of the evaluation.

Reservoir Coating Program

The City plans to recoat four of the existing water reservoirs. Periodic coatings need to be applied to protect the structural steel from corrosion damage.

Finn Hill Reservoir No. 2

The City plans to construct a 700,000 gallon reservoir at the Finn Hill Reservoir site. This project eliminates the existing storage deficiency in the West High Zone and provides future storage capacity to eliminate the projected system wide storage deficiency. The new reservoir will be slightly larger than the existing Finn Hill Reservoir. The existing site was arranged to accommodate a second reservoir.

Booster Station Projects

Wilderness Park Booster Station Replacement

The City plans to construct a new booster station at the Wilderness Park Reservoir site. The new booster station will transfer supply from the Low Zone to the East High Zone to eliminate the storage deficiency in the East High Zone and provide redundancy to the Pugh and Lincoln Wells. Currently, the City does not have a pumping facility to transfer supply to the East High Zone. The booster station will consist of three 750 gpm pumps, integrated control systems, standby generator, and an automatic transfer switch with a new CMU building.

Finn Hill Booster Station Project

The City plans to replace the Viking Avenue Booster Station in order to increase its total capacity. This project eliminates the West High Zone storage deficiency and improves supply reliability to the West High Zone. The new booster station will be equipped with three 1,000 gpm booster pumps and an onsite standby generator. In addition to eliminating the storage deficiency, the booster station will serve as the backup source to the West High Zone.

Pressure Zone Modifications

Finn Hill Area Project

The City plans to move service for approximately 34 homes from the Low Zone to the West High Zone in order to improve service pressures and reduce dead storage in the Low Zone reservoirs. This project includes constructing approximately 500 LF of 8-inch water main along Finn Hill Road between Staffordshire Lane and Terasse Drive.

Distribution System Projects

The following distribution system projects are recommended to increase fire flow, replace undersized water mains, or to accommodate transmission and storage projects.

Lincoln Well Transmission Main

The City plans to construct approximately 3,000 LF of 12-inch transmission main between the Lincoln Well site and the Pugh Reservoir. This project is necessary to increase transmission capacity of the existing 8-inch water main when the second well comes online. The project will be located along Lincoln Avenue between Pugh Road and the well site.

Old Town Water Main Replacement

The City plans to replace the undersized and aging water mains in the “old town” area located south of downtown. This area is primarily residential although a few businesses are located along the waterfront. Existing piping serving the area is approximately 9,000 LF of 4-inch water main and 5,450 LF of 6-inch water main. This project will replace 3,140 LF of 4-inch piping with 8-inch piping along 6th Avenue and Haugen Street. The new piping will serve as a “backbone” for the area and increase fire flow availability.

Big Valley Transmission Main

The City plans to replace the transmission main between Big Valley Road/Bond Road and the Big Valley Wells. The existing water main is a critical link between the Big Valley Wells and the city center. This project consists of 5,200 LF of 12-inch water main. The cost estimate assumes the water main will be installed within the roadway.

Wilderness Park Transmission Main

The City plans to replace the transmission main from the Wilderness Reservoir to the west side of SR 305. The existing water main is undersized and limits the flow to and from the reservoir. This project will result in an increase in available fire flow to the Low Zone and improved water quality in the area around the reservoir. The project consists of 1,500 LF of 12-inch water main and includes a 200 LF boring beneath SR305. For planning purposes, the boring is assumed to be a 24-inch steelcasing.

Hostmark Transmission Main

The City plans to install a transmission main between the Wilderness Park Booster Station and the East High Zone. This project will allow the City to transfer supply between the Low and East High Zones to improve supply redundancy to both areas. The project consists of approximately 3,000 LF of 12-inch water main along Hostmark Street. A new pressure reducing valve station will be installed to transfer

supply from the East High Zone to the Middle Zone.

Finn Hill Transmission Main

The City plans to install a transmission main between the Finn Hill Reservoir and Viking Avenue. This project will improve fire flow availability along Viking Avenue. The project consists of approximately 2,000 LF of 12-inch water main along Finn Hill Road.

3rd Avenue Water Main Extension

Replacement of existing 4-inch main with new 8-inch main along 3rd Avenue, from Moe Street to Iverson Street.

Miscellaneous Projects

Intrusion Alarms

The City plans to install intrusion alarms at several of its facility sites. Many sites have security provisions, such as fencing and door locks, but intrusion alarms will help quickly notify the City in the event an unwarranted person has entered the facility.

Water Facilities Funding Strategy

Municipal utilities in Washington State are operated as enterprise funds and are required by state law to operate with a balanced budget. Therefore, the City must decide how it will finance its utility capital improvements as well as provide funds to operate the utility through some combination of user rates, debt, and contributions. It must then establish user rates at a level that is sufficient to operate and maintain its facilities, pay debt service on any debt issued, and maintain reasonable cash reserves.

Funding the Water System's capital improvements comes from the Water Enterprise Fund, which is intended to be self-sufficient. Revenue is from monthly rates from both residential and commercial users, and through one-time utility connection charges. The combination of these revenue sources funds the water utility's operational expenses, debt reduction, maintenance and capital improvements.

The 2007 Water System Plan provided a financial analysis of the water utility's anticipated monthly rate revenues and projected operational expenses over a six-year period. It also provided an analysis for projected connection charge revenues, which are used to upgrade and expand the water system. Based upon the Plan's analysis, the City has adequate operating revenue to meet its existing and projected operating expenses, as well as its 6-year CIP project.

It should be noted that new connection charges, which occur at the time of building permit issuance, in 2008 have not met the Water Plan's projections – evidence of the national and global economic environment. The City, however, does have several options for funding the CIP should revenue projections be less due to the slower than expected growth or decreased water consumption. Projects identified on the 6-year CIP intended to accommodate system growth can be delayed until such time as needed. Further, additional revenue sources such as public works loans, revenue bonds, or rate increases can be utilized when necessary. The anticipated long-term coordinated water supply, storage and distribution agreement with KPUD may also decrease or eliminate

the need to implement some of the identified 6-year and 2025 capital improvements. The City's Water System next functional plan shall take both these external and internal circumstances into consideration when evaluating the system and forming the recommended project list.

System Expansion Projects Funding

For future proposed developments that currently do not have the City's water system readily available, the City generally requires the developer or landowner to agree to execute a utility extension agreement. Through the agreement, the City requires the developer or property owner to pay all costs associated with designing, engineering, and constructing the extension to City standards. This agreement does not, however, guarantee or reserve water capacity within the system. Capacity is only assured when a building permit is actually issued. This agreement also requires the developer/landowner to turn over and dedicate any capital facilities to the City at no cost. All agreements must be approved by the City Council. The City anticipates this process will be used more often to serve development occurring throughout the underdeveloped areas of the city and the urban growth area.

12.7 Sanitary Sewer System

The City of Poulsbo Sanitary Sewer Utility provides sanitary sewer within the city limits and some specific areas in the surrounding unincorporated UGA. A complete inventory, analysis of need, identification of deficiencies, and capital facilities program is provided in the 2008 City of Poulsbo Sanitary Sewer System Plan, which is included in Appendix B -2 to the Comprehensive Plan and adopted in its entirety.

The City of Poulsbo owns, operates, and maintains a wastewater collection and conveyance system that serves approximately 2.5 square miles within the City of Poulsbo and the associated UGA. The sewer system consists primarily of gravity collection lines, which feed two interceptor sewers that convey wastewater from the west and north sides of Liberty Bay to the Kitsap County conveyance system at Lemolo. The County conveyance facilities transport the wastewater south under Liberty Bay to the Central Kitsap Wastewater Treatment Plant (CKWWTP) located in Brownsville. The effluent is treated at the CKWWTP, which is owned and operated by Kitsap County Department of Public Works (KCDPW).

Primary deficiencies in the City's sanitary sewer system consist of: 1) high inflow and infiltration (I&I); and 2) potential capacity constraints within the City system and in the downstream conveyance system owned by Kitsap County.

Inflow and Infiltration

In 2008, the City initiated an Inflow and Infiltration Analysis to evaluate Storm Water I&I in the largest of the City's basins, and to assess apparent effectiveness of the 6th Avenue basin I&I project completed in 2001. Of the five pump stations evaluated (6th Avenue, 9th Avenue, Liberty Bay, Lindvig and Marine Science Center), the quantity of Storm Water infiltration per lineal feet of pipe and per acre of basin drained was highest in the 6th and 9th Avenue basins.

On the basis of total inflow, the Marine Science Center (MSC) pump station basin contributed the greatest volume of storm water, followed by the 6th Avenue basin and the Lindvig pump station basin. It should be noted that the majority of I&I in the MSC pump station basin is generated in the older downtown area where the City's next I&I reduction project will be implemented.

An analysis of the 2001 I&I project in the 6th Avenue basin effectiveness was also made. Analysis of the pump records indicated the I&I project reduced pump run time by over 35 percent. While the limited number of data points does not provide sufficient information for a strong conclusion on the amount of flow reduction at this time, it is anticipated that the project will reduce peak flow in this basin by at least 30 percent.

Overall, the 2008 I&I evaluation concluded that there continues to be a significant I&I problem, especially in the older portions of the City, and that further evaluation is necessary to determine specific sources of inflow and infiltration. Another engineering evaluation is programmed for 2012 after implementation of the central Poulsbo I&I project programmed for 2011.

Additional inflow reductions are planned for implementation in 2009, such as installation of inflow prevention devices (such as manhole inserts) in public right-of-way; a development of an I&I monitoring program; smoke tests of suspected high I&I areas to identify specific inflow sources; and development of education and City policies to encourage private property owners to disconnect roof drains and other sources of direct inflow to the sanitary sewer system.

Potential Capacity Constraints

Potential future capacity constraints may exist both within the City system and at the downstream conveyance system owned by Kitsap County. Projects have been identified and included in the 2025 project list that addresses these potential capacity constraints.

City system:

The City's engineering consultant prepared a capacity assessment of the City's system in 2007 to evaluate selected conveyance pipes that had been identified as having potential concerns due to recent or future growth. Based on the analysis, it is likely that several pipe segments in limited areas of the City are potentially deficient in the future. Based on the assessment, three projects were added to the 2025 project list to remedy these capacity constraints.

Downstream Conveyance Capacity:

Capacity of the County conveyance system is currently limited by the Lemolo siphon and County Pump Station 16. Based on correspondence with Kitsap County, the existing capacity of the Lemolo siphon is 3.2 mgd, and the capacity of Pump Station 16 in Keyport is 3.8 mgd with two of the three pumps operating (firm capacity as required by Ecology). Facility Improvements to increase capacity are necessary to ensure long-term downstream conveyance capacity.

The City will continue to coordinate with Kitsap County on potential long term alternatives for ensuring adequate downstream conveyance capacity for peak flows is available. Improvements have been identified to increase capacity of the siphon and County Pump Station 16. These projects have been identified on the 2025 Project List and the Six-year Sewer CIP.

2025 Sanitary Sewer Facility Improvements

System Rehabilitation Projects

Central Poulsbo Inflow and Infiltration Reduction

This is the second Inflow and Infiltration (I&I) project for the older, central portion of Poulsbo. This project will replace old deteriorated mains in the areas of 3rd Avenue, 5th Avenue, Moe Street, Lincoln and Hostmark Streets south of SR 305, and Swanson Way. Construction will likely be by pipe bursting techniques. New side sewers leading to homes will also be installed to eliminate inflow from roof downspouts.

Annual Inflow Reduction Program

Flow monitoring data shows that the existing sewer system experiences high levels of inflow during storm events. This inflow may be associated with leaking man-holes, storm drain connections or roof drain connections. Starting in 2007-2008, the City implemented an annual inflow reduction program consisting of identifying and repairing inflow sources. An approximate \$20,000 budget is allocated for this work each year.

6th Avenue Pump Station Upgrade

This project consists of replacement of the pumps and electrical system, providing metering, and installing an emergency generator. The work is required for pump station rehabilitation.

9th Avenue Pump Station Upgrade

This project provides a complete rebuild of the pump station. Safety is an issue because the electrical float control contacts are directly above the wet well. Gas from the sewers can accumulate in the can pump station and could explode with an electrical spark. The work would be a complete rehabilitation to include new pumps, valves, electrical control, flow metering, and telemetry.

Village Pump Station Repair

This pump station is in generally good condition, but repair and maintenance will be required to ensure reliability and safety. The existing J-box for the floats located in the wet well can be difficult to access and can be submerged during power outages. The J-box should therefore be relocated.

Marine Science Pump Station Repair

This pump station is in generally good condition. However, the existing 30-hp pump must be replaced with a 50-hp pump in order to ensure a firm pumping rate of 2,000 gpm for the pump station.

Portable Trash Pumps

This project consists of purchasing three portable trash pumps for emergency use at the City's pump stations, primarily at the Bond Road, Lindvig, and Marine Science Center pump stations.

Slipline Force Main Between Lindvig and Marine Science Center Pump Stations

This project will be accomplished after the new force main to the Bond Road pump station is complete. The project will slip line the existing 10-inch force main with an 8-inch HDPE main.

Replace Force Main between Marine Science Center Pump Station and Harrison Street

This project replaces the 12-inch force main from the Marine Science Center pump station that runs along the beach. The existing main is subject to damage or failure which would result in release of sewage to Liberty Bay. The force main will be rerouted along Fjord Drive and then tie into the existing Central Interceptor main in SR 305 at Harrison Street.

Replace 6th to 9th Avenue Pump Station Force Main

This project serves two purposes. First, it replaces a force main running adjacent to the beach. Secondly, it separates the flows between the two stations. Currently, if both pump stations are running at the same time, the rate of pumping of both stations is reduced because they share the same undersized pipe. A new force main serving the 6th Avenue pump station will be constructed up Matson Street to the new Central Interceptor in SR 305. The existing force main to the 9th Avenue pump station will be either abandoned, or retained for use as emergency backup for the 6th Avenue pump station.

Downstream Conveyance Capacity Improvements

Downstream conveyance capacity projects are designed to increase capacity of County-owned facilities located between the Johnson Road metering stations, and the CKWWTP. Pursuant to the agreement between the City and the County, the City is responsible for 100 percent of the costs of these improvements because the City generates 100 percent of flow within this portion of the County's system.

Repair or Replace Metering Flume and Flow Measurement System

The County's flow measuring flume does not register peak flows in excess of 2.5 mgd. Since the two siphons have a fixed flow capacity, it is important to know how close to this capacity the flows are during heavy rain events. The cause of the flume malfunction is not known, and may be an electronic device, or it may be an incorrectly sized flume. This project will determine the problem and correct it.

Lemolo Pipeline Improvements

Installation of three air and vacuum valves and sealing of three manholes between Johnson Road and the siphon will increase the capacity of the siphon system to 4.4 mgd. Following these improvements, the siphon will have a capacity of at least 4.4 mgd, sufficient to meet future flows until approximately 2030.

Pipe Replacement at Johnson Road

The conveyance pipe from Johnson Road and State Route 305 leaves the Johnson Road metering station in an 18-inch pipe. Replacing the 175-foot long 18-inch pipe with a 24-inch pipe, would increase the capacity of conveyance. The pipe replacement would need to be conducted prior to or concurrent with the Lemolo pipeline improvements.

Pump Station 16 Improvements

Pump Station 16 has firm pumping capacity with two pumps operating, with a capacity of 3.8 mgd. By adding an additional pump, firm capacity can be increased to 5.0 mgd.

I&I Effectiveness and Downstream Conveyance Improvements Engineering Study

This project would consist of engineering analysis to document I&I reduction program effectiveness, and to design hydraulic improvements to the downstream conveyance system needed to increase conveyance capacity over 3.7 mgd. This study would be conducted after implementation of the central Poulsbo I&I project, and several years of implementation of the I&I reduction program.

System Expansion Projects

System expansion projects provide for new facilities in the sewer service area in order to support new housing and commercial development. These upgrades generally consist of new gravity mains that carry wastewater to one of the nine existing pump stations. In a few cases, at low elevations, a pump station will be required to lift the wastewater to a gravity main. Attempts to minimize new pump stations have been made in order to reduce future operation and maintenance costs and to be consistent with City policy.

Finn Hill Basin Collection System

Based on a recent capacity assessment, the following projects have been identified: 1) Olhava basin near Wal-Mart, pipe run 18. Increase 246 feet of 8-inch pipe to 10- or 12-inch pipe; 2) Olhava basin on Bond Road, pipe run 94. Increase 70 feet of 8-inch pipe to 10- or 12-inch pipe.

Noll Road (north) Collection System

This project will serve new residential development in the Noll Road corridor and consists of a new gravity main in or near Noll Road between Lincoln Avenue and Deer Run. The new pipe will connect to the 10-inch main carrying wastewater from the Deer Run development. Since the 10-inch Deer Run gravity main is on a very flat slope, the new development flows will result in existing capacity being exceeded. Therefore, the existing 10-inch main will either be increased to a 15-inch diameter main using pipe bursting methods, or a new 10-inch diameter main paralleling the existing main will be installed.

A new pump station and force main would be constructed to serve a small portion of this basin that is not able to connect to the main by gravity flow. The new gravity sewer would allow the existing Alasund Meadows pump station and force main to be phased out. This project will allow the development of new housing along Noll Road.

Noll Road (south) Collection System

Property along Noll Road south of Deer Run is at a low elevation and therefore cannot drain into the existing Deer Run collection main. To serve this area, a new 10-inch main will be placed in or near Noll Road from Deer Run to SR 305. A pump station will be constructed at SR 305 and the wastewater pumped through a new force main in SR 305 to the chlorination manhole located at Johnson Road.

This project will allow wastewater collection from existing and future homes along Noll Road. No major developments are currently proposed, nor is it likely that any large development will be proposed that could fund the entire project. Funding may therefore need to be a combination of developer latecomer fees and City funding, if available.

South Viking Avenue Collection System

This project consists of constructing a new collection system to serve residential and commercial areas at the south end of Viking Way. A pump station at the lower end of Anderson Lane will be required to convey wastewater to the existing gravity main in Viking Avenue. Flow from both the east and west sides of Viking Avenue could discharge to this pump station. This project will allow wastewater to be collected from a new development west of Viking Avenue. Existing homes located east of Viking Avenue, currently on septic systems, could connect to the system if the pump station is located in Anderson Lane.

Liberty Bay Pump Station Improvements

The south end of the Viking Way basin is expected to experience significant development. Expansion of the pump station will be required to increase capacity from the current 100 gpm to 400 gpm.

Central Viking Avenue Collection System

This project consists of constructing a new collection system to serve the area west of Viking Avenue that can flow either to the Liberty Road pump station or to the Lindvig pump station. No pump stations or force mains will be required. This project will allow wastewater to be collected from new developments west of Viking Way.

Finn Hill Collection System

This project consists of constructing a new collection system to serve the Finn Hill and Urdahl Road areas located north of SR 3. Wastewater from these properties will all flow via the Olhava gravity system to the Bond Road pump station. A gravity main will be placed in Finn Hill Road and a portion of Urdahl Road leading to a new pump station at Finn Hill near SR 3. This pump station will lift the wastewater to the gravity system in "A" Street in front of Wal Mart, which will carry it to the Bond Road pump station.

Portions of the north end of Urdahl can flow either by gravity to the Olhava sewer system, or to the new pump station at the lower end of Finn Hill Road.

It can be constructed incrementally, with several proposed housing developments constructing pump a station and main down Finn Hill Road with developers of future projects adding on to the system.

Sewer Facilities Funding Strategy

Funding the Sanitary Sewer System's capital improvements comes from the Sewer Enterprise Fund, which is intended to be self-sufficient. Revenue is from monthly rates from both residential and commercial users, and through one-time utility connection charges. The combination of these revenue sources funds the sewer utility's operational expenses, debt reduction, maintenance and capital improvements.

The 2008 Sanitary Sewer Plan provided a financial analysis of the Sewer Utility's anticipated monthly rate revenues and projected operational expenses over a six-year period. Based upon the Plan's analysis, it was identified that sewer rates need to be increased to cover costs associated with normal operation and maintenance, as well as the necessary system upgrades.

In 2008, the City initiated a sewer rate study and task force to review the financial situation of the sewer utility. A recommended rate increase for the sewer monthly rates and connection charges was presented to the City Council, with the rate increase to begin implementation in January 2009.

System Expansion Projects Funding

For future proposed developments that currently do not have the City's sanitary sewer system readily available, the City generally requires the developer or landowner to agree to execute a utility extension agreement. Through the agreement, the City requires the developer or property owner to pay all costs associated with designing, engineering, and constructing the extension to City standards. This agreement does not, however, guarantee or reserve sewer capacity within the system. Capacity is only assured when a building permit is actually issued. This agreement also requires the developer/landowner to turn over and dedicate any capital facilities such as main lines, pump stations, and wells to the City, at no cost. All agreements must be approved by the City Council. The City anticipates this process will be used more often to serve development occurring throughout the underdeveloped areas of the city and the urban growth area.

12.8 Storm Water Management System

The City of Poulsbo Storm Water Utility provides storm water collection, conveyance and treatment within the city limits. A complete inventory and analysis of existing drainage system and facilities inventory and water quality, analysis of minimum control measures, discussion on low impact development, evaluation of the City's operation and maintenance program, and summary of system deficiencies is provided in the 2008 City of Poulsbo Storm Water Management Plan, which is included as Appendix B-3 to the Comprehensive Plan and adopted in whole.

The City of Poulsbo owns, operates and maintains a storm water collection, conveyance and treatment system that services approximately 2.5 square miles within the City of Poulsbo city limits. The system consists of gravity collection ditches and pipelines that collect storm water primarily from impervious surfaces such as roads, parking lots and buildings, and conveys it to natural drainage features such as streams and creeks, which

eventually discharge to Liberty Bay. Water quality treatment and water quantity detention structures are interspersed throughout the system, many of which are privately owned and maintained.

The City participated, along with other Kitsap County jurisdictions, in the development of technical design standards to aid in implementing Low Impact Development (LID) techniques. These LID techniques emphasize storm water management methods that reduce impervious areas, retain vegetation and maximize on-site infiltration. The Kitsap Home Builders Association (KHBA) led the LID standard development process, under a grant agreement with the Washington State Department of Ecology. The City adopted the *Low Impact Development (LID) Guidance Manual – A Practical Guide to LID Implementation in Kitsap County*, in May 2009.

The 2008 Storm Water Management Plan completed an evaluation of the City's existing system. Primary deficiencies consist of localized flooding problems and compliance with NPDES Phase II permit record keeping and program administration requirements. The capital improvement projects identified in the 2025 Storm Water facility list of projects have been identified to address these deficiencies.

2025 Storm Water Management Facility Improvements

Improving the City's Storm Water Management system applies to collection, conveyance, quantity control and quality control. Improving collection and conveyance generally means constructing new pipes or replacing existing structures or ditches with larger pipes or culverts. Improving Storm Water quantity control means constructing new detention or retention facilities. Improving Storm Water quality generally consists of constructing wet ponds, biofilters or mechanical structures to filter or otherwise remove sediments, oils or other potential contaminants prior to discharge.

Restore South Fork Dogfish Creek Near 8th Avenue

The South Fork of Dogfish Creek downstream of 8th Avenue frequently floods, causing water to flow across private property and the Public Works maintenance yard. Attempts to control the flooding with sandbags have not been successful. Upstream erosion has resulted in channel aggradation, which creates a shallow and flat channel that is not able to convey peak flows. Both stream channel re-grading and construction of side berms will be required to control peak flows. This project will consist of re-construction of the stream channel to its original location away from the edge of the maintenance building, and replacement of the undersized culvert under 8th Avenue to prevent flooding of the street.

New 18" storm drain east side of Viking Avenue

A storm drain discharges water to a ditch behind Shoomadoggie's business on the east side of Viking Avenue. The ditch runs about 90 feet and then enters a storm drain through a trash barrier. This barrier and storm drain become easily plugged, causing flooding on the Liberty Bay Condominium property below. This project consists of replacing the open ditch with a new 18-inch PVC storm drain and two new catch basins, connecting one existing catch basin in the adjoining parking lot to the new catch basin and storm drain, and connecting the other drains to the second new catch basin.

Fjord Drive Bank Repair – Phase 1

Storm Water has sheet-flowed off the edge of Fjord drive north of the Poulsbo Yacht Club, which has contributed to failure of the steep slope up to the edge of the paved roadway. This project would install a curb to prevent sheet flow and soil saturation, and would include erosion control mats and planting to stabilize eroded soil. This project would provide minimum repair pending a more permanent solution.

Replace Storm Drain in Wendy Way

The existing 12-inch storm drain through the Royal Viking Mobile Home Park does not have sufficient capacity to convey storm flows from the housing areas located to the north. During heavy storm events, water floods private property and travels as sheet flow down Wendy Way. This project consists of replacing 700 feet of 12-inch storm pipe with new 18-inch pipe. Replacement of the catch basins is likely not required. This project must be accomplished prior to replacing the drainage ditch in the three yards of the homes located on Norrland Lane (see project below).

Replace Norrland Lane Drainage Ditch

Storm water from Lincoln Road and a drainage system north of Lincoln Road both discharge to a ditch located behind three homes on Norrland Lane. This 90-foot ditch enters an 18-inch storm drain and then flows through Norrland lane to Wendy Way in the Royal Viking Mobile Home Park. The installation of the detention structure in Lincoln Road and the associated discharge to this ditch exceeds its original design capacity. Flooding of the crawl space has occurred on occasion. This project consists of increasing the drainage capacity by installing 90-feet of 18-inch diameter PVC pipe. This project cannot be accomplished until the Wendy Way storm drain is increased to 18 inches.

Replace Storm Drain West of 10th Avenue

The existing storm main that runs across the property located at 1858 10th Avenue NE is undersized and needs to be replaced. An attempt was made in 2001; however, flooding problems persist due to inadequately sized pipes or blockage. Camera inspection is not possible due to access constraints. This project would replace the existing storm drain with a new large capacity pipe.

Repair American Legion Park outfall

The outfall structure at the north end of the American Legion Park is in jeopardy of collapsing into Liberty Bay. Further erosion of the steep bank will result in risk to the outfall structure and additional erosion of the park property. This project will stabilize the bank and replace the outfall pipe.

South Fork of Dogfish Creek Regional Detention Facility, Phase 2

Undetained run off from impervious surfaces in the upper South Fork of Dogfish Creek has contributed to stream erosion, water quality degradation and downstream flooding. Phase 1 of the regional detention project was implemented in 2006, with construction of a 60,000 cubic feet underground detention structure on the NKHS property. Phase 2 of the regional detention facility would consist of collection system improvements in the vicinity of Hostmark Street and Caldart Avenue.

South Fork of Dogfish Creek Enhancement, 7th Avenue to Liberty

The South Fork of Dogfish Creek passes through a degraded channel and two metal culverts, which do not adequately carry the peak storm flows of the creek, contribute to flooding and present a barrier to fish passage. This project consists of replacing the two culverts with larger culverts that will convey peak flows and be more conducive to fish passage. This project would also restore the degraded channel between 7th Avenue and Liberty Road by removing invasive vegetation and providing habitat structures.

South Fork of Dogfish Creek Enhancement, Wilderness Park

This project consists of stabilizing and restoring the incised stream channel within the City's Wilderness Park. Undetained flows have created head cutting in the channel, resulting in a stream channel that is heavily eroded in places. This project would consist of installing grade control wiers and vegetation in eroded bank areas.

Viking Avenue Regional Detention Facility

Storm water from the Viking Avenue area north of Finn Hill Road discharges untreated to Dogfish Creek. This project consists of constructing a water quality and retention/detention system, using Low Impact Development (LID) techniques.

South Viking Avenue Regional Detention Facility

Storm water from the Viking Area south of Finn Hill Road discharges untreated to Liberty Bay. This project consists of constructing a water quality and retention/detention system, using LID techniques.

Noll Road Regional Water Quality and Detention Facility

Storm Water from Noll Road and other adjacent impervious areas currently flows untreated and undetained, and discharges to Bjorgen Creek. This contributes to potential release of sediments and contaminants. This project would construct a two cell wet pond for water quality improvements, and a detention pond to reduce the rate of discharge. Both facilities are assumed to be located in the south Noll Road area.

Fjord Drive Repair and Storm Water Treatment, Phase 2

This project would route storm water from the slope failure area to a new treatment facility prior to discharge to Fjord Drive. A new retaining wall would also be constructed to stabilize the failed high bank slope.

Fjord Drive Shoreline and Drainage Repair

Portions of the shoreline along Fjord Drive between 6th Avenue and the city limits have eroded and threaten the street. This project consists of constructing new storm drains, installing curbs and catch basins, and planting vegetation to stabilize eroded areas.

Replace Bjorgen Creek Culvert

The existing culvert, under an easement south of Noll Road, is undersized and creates a fish passage barrier due to elevation drop at the downstream end of the culvert. This project would replace the existing 36-inch culvert with a 10 foot wide bottomless arch-type culvert.

Haugen Street Storm Drainage System

Due to the lack of a storm collection system, flooding occurs during heavy storms near Haugen Street in the vicinity of 8th Avenue, 9th Avenue, and Torgeson Avenue. This project would install new collection pipes to intercept runoff and convey flows to the 6th Avenue storm sewer. A control structure to bypass high volume storms would also be required.

Storm Water Facilities Funding Strategy

Funding the Storm Water facilities' capital improvements comes from the Storm Utility Enterprise Fund, which is intended to be self-sufficient. Revenue is from monthly rates from both residential and commercial users. These revenue sources fund the utility's operational expenses, maintenance and capital improvements.

The Storm Water utility expenditures cover all costs associated with operating and maintaining the storm water utility. This includes program administration, and repair and maintenance of the system. It also covers the costs of capital expenditures, which includes the purchase of equipment to maintain the system, costs to replace deteriorated pipes, culverts, or other components; and costs to install new components to better manage storm water (detention ponds or underground vaults), or to meet new environmental requirements.

The 2008 Storm Water System Plan provided a financial analysis of the Storm Water utility's anticipated monthly rate revenues and projected operational expenses over a six-year period. Given the existing capital and operating fund reserves, existing rates and future revenues are adequate to support the operations and maintenance program required under the NPDES, as well as implement a baseline 6-year CIP. Under this scheme, revenues are sufficient to cover expected costs during the 6-year CIP timeframe, with no substantial increase in rates. In 2008, however, an annual adjustment to CPI was authorized.

NPDES permit compliance requirements obligate the City to implement expanded operations, maintenance and education elements, which are likely to further increase costs and decrease revenue that could be available for capital projects. Full implementation of the 2025 Storm Water Facilities project list will need additional funding. This will realistically result in the need to increase storm water utility rates in the future. The next Storm Water functional plan update will thoroughly assess this situation and alert the City when the need for increased rates is necessary.

12.9 Transportation System

The City of Poulsbo 2006 Transportation Plan Update (Appendix B-4 of this Comprehensive Plan) provides the analyses for this section, which is based on information from the Poulsbo Traffic Study Final Report—Phase 1 + Phase 2, prepared by David Evans and Associates. (October 2004). The Transportation Plan Update has been developed to fit within the City of Poulsbo's Comprehensive Plan update process and is intended to meet the transportation requirements of the Growth Management Act. The 2006 Transportation Plan Update includes an existing system evaluation; growth and

transportation demand forecast; future transportation needs assessment; necessary facility improvements; and implementation/funding strategies.

The GMA requires that a comprehensive plan include an evaluation of existing transportation conditions in light of the adopted standard level of service (LOS). This is to identify the existing deficiencies resulting from past growth, before planning of improvements needed for future growth. This analysis was completed in the 2006 Transportation Plan Update. The following is the summary from that analysis:

- Transportation level of service is graded from A (very good) to F (failing). In Poulsbo, the desired LOS is C or better as a goal, but level E is permitted before improvement is necessary. For intersections, Poulsbo uses a method based on the average amount of delay per vehicle using the intersection in peak hours. This method measures congestion. For road sections between intersections total traffic volume is compared to the road's capacity, with adjustments for the classification of each road, and for compliance with design standards. If the road does not meet urban design standards (particularly sidewalks and shoulders), the allowable capacity is reduced. This measures the ability of the entire road corridor to safely provide for pedestrian and bicycle needs along with vehicular travel.
- Several existing deficiencies were identified based on the LOS standards. Most will be corrected by currently funded city or state improvement projects. Two deficient locations remain, but these will benefit from the SR 305 improvements and should be reevaluated after traffic through the downtown area has had time to adjust. No further action is required for existing deficiencies.
- Road projects that are funded and certain to be completed within six years were treated as if existing, for the purpose of this evaluation. Committed improvements include the SR 305 widening project, sidewalk improvements on several downtown area roads, extension of 3rd Avenue from Jensen to Iverson behind the post office, and sidewalk improvements on Caldart Avenue and Mesford Street.

In projecting future growth impacts, the City's transportation consultant – David Evans and Associates – created and calibrated a traffic forecasting model for Poulsbo and surrounding areas. Using this model, the increase in travel demand was assigned to Poulsbo's road network to identify future conditions and evaluate future improvement needs.

The model identified that in order for Poulsbo to serve the projected 2025 travel demand and comply with LOS standards, transportation improvements will be needed. Some forecast needs cannot easily be solved by adding capacity, and should instead be dealt with by efforts to reduce travel demand or reroute the demand to other locations. In summary, the transportation improvements necessary to accommodate the City's 2025 population forecast include:

- Thirty-two projects will add sidewalks, turn lanes, bicycle lanes and otherwise upgrade existing roads.

- Seven projects will add new roadway segments of various lengths. These projects add new connections in growing areas, to efficiently route traffic from neighborhoods to the arterial network.
- Eleven projects will improve the capacity of intersections with signalization, channelization, roundabouts, and two-way or all-way stop controls.
- Thirteen locations where capacity improvements are not feasible, alternative strategies for Transportation Demand Management (TDM) should be pursued.
- Four routes were identified where reclassification may be appropriate to best reflect the future use of those roads.

These recommended improvements would be implemented gradually, as growth occurs. The actual timing of needs may take more or less than the 20-year planning horizon assumed.

2025 Transportation Facility Improvements

For most locations with future deficiencies, improvements were defined that provide the capacity needed. Many of the improvement projects on existing roads provide for upgrading to full design standards, such as adding sidewalks and other urban features that are part of the City's street design standards but missing or only partly found on existing older roads. Turn pockets or turn lanes are added where needed. No new general traffic lanes for through travel were added to any existing arterial corridor. (However, at the interchange of SR 3 and Finn Hill Road, two through lanes should be added on Finn Hill for adequate operation of a series of coordinated and interconnected signals).

New roads are added to the system at the level of collector arterials or sub-collector roads. These new road connections are essential to the orderly development of the City – first to provide for access to developing land parcels, and secondly to provide for efficient circulation within larger sub-areas. These new roads providing more direct paths, also minimize emergency vehicle response time. Without the proposed new road connections between neighborhoods, some affected areas would suffer longer response times by first responders.

In a few places, directly serving the forecasted traffic growth, by adding extra lanes, would appear to solve the capacity deficiency, but that action is not recommended, either for economic, topographic or environmental reasons (such as Front Street through downtown Poulso.) The cost of building a wider road would be unacceptably high due to the high cost of acquiring right-of-way through an already built area. For those situations, alternative strategies, for travel demand management, are recommended instead.

Mitigation Options

There are generally three strategies for addressing LOS deficiencies identified in the 2025 Forecast model. These are defined as follows and detailed below:

- Add transportation facilities to serve forecast travel demand.
- Apply TDM strategies to divert excess traffic away from problem areas.

- Relax the City’s transportation service standards.

A combination of the first two strategies was found to be adequate to meet most of the 2025 identified deficiencies due to allocated growth. Other remaining deficiencies could be addressed initially by a “wait and see” position, or reclassification of some sub-collector roads if necessary, near the end of the 20-year planning period. There is no need to consider lowering the adopted transportation level of service standards until after TDM strategies have been fully tested at some future date.

Add Transportation Facilities

Table CFP-5 below indicates the improvements to existing roadway segments to correct potential service deficiencies, and other identified transportation system improvements.

Table CFP-5 2025 Required Transportation Improvement Projects

Road Classification	Name	From	To	Improvement Needed	Suggested Funding Type
Commercial Sub-collector (reclass as Collector)	10 th Avenue	600 feet north of Liberty	Liberty	Turn Lane Sidewalks	Impact fee; frontage
Collector Arterial	8 th Avenue	Hostmark	Iverson	Sidewalks; Resurface	Impact fee
Neighborhood Sub- collector (reclass as Collector)	Pugh	Lincoln	City Limits	Sidewalks; Resurface	Impact fee; frontage
Minor Arterial	Lincoln	Laurie Vei Loop	UGA Boundary	Left-turn lane; Sidewalks; Bike lanes;	Impact fee; grants
Neighborhood Sub-Collector	Mesford	Caldart	Noll	Sidewalks; Resurface	Developer
Minor Arterial	Hostmark	4 th Avenue	6 th Avenue	Sidewalks; Resurface	City
Collector Arterial	Iverson	Jensen	4 th Avenue	Turn lanes	Impact fee
Neighborhood Sub-Collector	Caldart	Hostmark	Gustaf	Sidewalks; Resurface	Impact fee
Collector Arterial	Hostmark	11 th Avenue	Noll Road	Turn lane; Sidewalks	Impact fee
Residential Sub-Collector	11 th Avenue	Hostmark	Sol Vei Way	Sidewalks	Impact fee
Collector Arterial	Noll Road	Mesford	Lincoln	Sidewalks; Resurface	Impact fee; Frontage
Collector Arterial	Noll Road	SR 305	Mesford	Sidewalks; Resurface	Impact fee; Frontage
Neighborhood Sub-Collector	4 th Avenue	Arbitus	Torval Canyon	Sidewalks; Resurface	Impact fee
Minor Arterial	Finn Hill	Rhododendron	Olhava A Street	Sidewalks; Resurface	Impact fee; Frontage
Neighborhood Sub-Collector	Urdahl Road	Finn Hill Road	Olhava E Street	Sidewalks	Frontage
Commercial Sub-Collector (reclassify as collector)	Viking Way	SR 305	North City Limits	Sidewalks; Resurface	Impact fee; Frontage
Local Access (reclass as	Vetter	Viking Way	End north of	Sidewalks;	Impact fee;

Road Classification	Name	From	To	Improvement Needed	Suggested Funding Type
Commercial Sub-Collector)	Road		SR 305	Resurface	Frontage
Local Access (reclass as Commercial Sub-Collector)	Cedar Lane	Finn Hill Road	New Road "M"	Sidewalks; Resurface	Impact fee; Frontage
Local Access (reclass as Commercial Sub-Collector)	Liberty Road	Viking Way	New Road "M"	Sidewalks; Resurface	Impact fee; Frontage
Local Access (reclass as Commercial Sub-Collector)	Bernt Road	SR 307	Little Valley Road	Sidewalks; Resurface	Impact fee; Frontage
Local Access (reclass as Commercial Sub-Collector)	Genes Road	Little Valley Road	Approx. 12 th Avenue	Sidewalks; Resurface	Impact fee; Frontage
Local Access (reclass as Neighborhood Sub-Collector)	Johnson Road	SR 305	New Road "M"	Sidewalks; Resurface	Impact fee; Frontage
Local Access – Residential Access	Hamilton Court	Jensen Way	1 st Avenue	Pavement restoration, sidewalks, drainage	City
Commercial Sub-collector	Little Valley Road	Forest Rock Lane	UGA Boundary	Sidewalks; Resurface	Impact fee; Frontage
Minor Arterial	Finn Hill Road	Olhava Way	Rasmussen Court	Add through lanes, Signal coordination; TDM Strategy	Impact fee; WSDOT
Minor Arterial	Front Street	Bond Road	4 th Avenue	TDM Strategy	Impact fee; Grant
Minor Arterial	Finn Hill Road	Rasmussen Court	Viking Way	TDM Strategy	Impact fee; Grant
Minor Arterial	Lindvig Way	Viking Way	Bond Road	TDM Strategy	Impact fee; Grant
Neighborhood Collector	Forest Rock Lane	10 th Avenue	Caldart	TDM Strategy	Impact fee
Neighborhood Collector	Caldart	Forest Rock	Lincoln	TDM Strategy	Impact fee
Sidewalks	4 th Avenue	Iverson Street	Hostmark Street	Removal and reconstruction	City
Sidewalks	Lincoln Road	Hostmark	SR-305	Removal and reconstruction	City
Transit Improvement	Noll Road	TBD	TBD	Park and Ride Lot	Grant
Transit Improvement	Viking Avenue	TBD	TBD	Park and Ride Lot	Grant
Minor Arterial	Fjord Drive	Sommerseth Street	9 th Avenue	Bank Repair	City; Grant

Source: Table 15- 2006 Poulsbo Transportation Plan Update

* Funding types may change on further analysis; most projects could be implemented and funded by two or more methods.

(Note: Not shown are other segments that were found to be potentially deficient by 2025, but the forecast growth cannot be reasonably served by expansion of existing facilities. These are located primarily in the Old Poulsbo Subarea. The character of that subarea would be endangered by expanding road facilities to handle the traffic increases indicated by the traffic model. Therefore, the second option of travel demand management strategies must be considered to address traffic issues for those thirteen segments. This is discussed further in the following section.)

Most of the road segment improvements consist of adding turn lanes, median lanes, sidewalks, and bicycle lanes. Some roads will also require reconstruction of obsolete pavement. A significant emphasis is placed on completion of sidewalks to satisfy the proposed segment-based LOS policy. Without sidewalk improvements on many streets, the additional traffic impacts caused by new developments would create unsafe conditions for pedestrians. The City’s design standards require sidewalks on all roads. The segment-based LOS policy enforces the requirement to add sidewalks on older rural roads as a condition for carrying the increased volumes due to urban growth.

The most likely source of funding for each project is based on the following assumptions:

- “Impact Fee”—The improvement is needed for growth and the need is distributed over several developments.
- “Frontage”—The improvement is needed for growth and could be completed as frontage improvements by abutting developments.
- “City”—The improvement is funded as a city project.
- “WSDOT”—The improvement requires approval and/or funding by the Washington State Department of Transportation

Table CFP-6 shows the new roadway segments that are recommended for consideration by 2025. All projects shown in this table have been designated for funding by developments since they serve the purpose of providing access to and through undeveloped land. It may be more effective, however, to include some of these roads in the impact fee program to assure timely and orderly implementation, with the cost evenly distributed to all developments in the area served. This requires further investigation after the road locations are included in city plans. Locations of new roadways and roadway improvements are shown in Figure TR-2, located in the Transportation Chapter in Section 1 of the Comprehensive Plan.

Table CFP-6 2025 Required New Roadway Segments

Road Classification	Name	From	To	Suggested Funding Type
Commercial Access	New Road “Z”	Forest Rock Lane	10 th Avenue	Developer
Neighborhood Sub-Collector	Forest Rock Extension	Caldart Avenue	Pugh	Developer
Residential Sub-Collector	Mesford Extension	<u>Gilmax Lane</u>	Caldart	Developer
Neighborhood Sub-Collector	New Road “W”	Baywatch Court	Johnson Road	Developer
Neighborhood Sub-Collector	New Road “X”	Johnson Road	Noll Road	Developer
Collector Arterial	Sunrise Ridge Extension	Existing End	Johnson Road	Developer
Collector Arterial	Olhava E Street	Existing End	Urdahl	Developer
Collector Arterial	New Road “M”	Finn Hill Road	Viking Way	Developer
Neighborhood Sub-Collector	New Road “N”	Rhododendron	Urdahl	Developer

Road Classification	Name	From	To	Suggested Funding Type
Neighborhood Sub-Collector	New Road "K"	New Road "M"	West UGA boundary	Developer
Commercial Sub-Collector	Vetter Road Extension	Vetter Road (existing)	SR 305	Developer
Residential Sub-Collector	12 th Avenue	Existing End	Genes Lane	Developer
Residential Sub-Collector	New Road "L"	Viking Avenue @ Liberty Shores	New Road "M"	Developer
Residential Sub-Collector	Laurie Vei Extension	Laurie Vei Loop	Caldart	Developer
Residential Sub-Collector	12 th Avenue	Existing End	Lincoln	Developer
Residential Sub-Collector	Langaunet/ Maranatha	Mesford	Lincoln	Developer
Residential Sub-Collector	New Road "Q"	Langaunet	Noll Road (E-W)	Developer
Residential Sub-Collector	New Road "R"	Noll Road @ Mesford	Hostmark Street	Developer
Residential Sub-Collector	New Road "S"	Noll Road @ Soccer Fields	New Road "R"	Developer
Residential Sub-Collector	New Road "Y"	New Road "S"	New Road "T"	Developer
Residential Sub-Collector	New Road "T"	Noll Road @ Thistle Ct.	Noll Road @ Heron Pond Ln.	Developer
Residential Sub-Collector	New Road "U"	Bjorn Street	New Road "T"	Developer

Source: Table 15- 2006 Poulsbo Transportation Plan Update + City of Poulsbo Engineering Department
 * Funding types may change on further analysis; most projects could be implemented and funded by two or more methods.

Table CFP-7 shows the improvements to existing intersections that are recommended for consideration by 2025. Intersection improvements are of two general types: signalization or geometric changes. Each intersection will require improvements to operate satisfactorily in the 20-year future, but a traffic signal is not always the right tool. For several locations, other choices should be evaluated, such as roundabouts, four-way stops, or reconfiguration of street connections. On Front Street, travel demand management measures should be pursued instead of signalization or widening.

Table CFP-7 Required Intersection Improvement Projects

Location	Improvement Needed	Suggested Funding Type
Finn Hill at Rude and Urdahl	Potential roundabout	Impact Fee
Finn Hill at SR 3 Southbound Ramp	Signal, Through Lanes	Impact Fee
Lincoln at 8 th Avenue/Iverson*	Potential roundabout	Impact Fee

Location	Improvement Needed	Suggested Funding Type
Hostmark at 8 th Avenue	Signal	Impact Fee
Lincoln at Noll Road	Potential roundabout	Impact Fee
Lincoln at 10 th Avenue	Signal	Impact Fee
Liberty at 7 th Avenue*	Signal	Impact Fee
Liberty at 10 th Avenue*	Signal	Impact Fee
10 th Avenue at Forest Rock Lane*	Signal	Impact Fee
SR 307 at Bernt Road	Channelization	Impact Fee
Vetter Extension at SR 305	Channelization	Impact Fee
Hostmark at Caldart	Channelization	Impact Fee
Lincoln at Pugh	Signal	Impact Fee
Finn Hill at Rasmussen Court	Signal, Channelization	Impact Fee
Finn Hill at New Road "M"	Signal, Channelization	Impact Fee
Viking Way at Stendahl Court Extension	Signal, Channelization	Impact Fee
Front Street at Torval Canyon	TDM measures	Impact Fee
Front Street at Jensen (north)	TDM measures	Impact Fee
Front Street at Sunset (3 rd Extension)	TDM measures	Impact Fee
Front Street at Jensen (south)	TDM measures	Impact Fee
Front Street at Lincoln/Hostmark	TDM measures	Impact Fee

Source: Table 17 – 2006 Poulsbo Transportation Plan Update+ City of Poulsbo Engineering Department

** These intersections are exempt from Level of Service (LOS) standards per Policy TR-2.2 in the Transportation Chapter in Section 1. Improvements to these intersections are still planned in order to increase safety and facilitate traffic flow, but target LOS standard will not be established for these intersections.*

Funding types may change on further analysis; most projects could be implemented and funded by two or more methods.

Analyses completed in the 2006 Poulsbo Transportation Plan Update indicate that with these 2025 Transportation Facilities Improvements implemented in a timely manner, the transportation facilities in all but the Old Poulsbo Subarea will be able to accommodate the forecasted 2025 demand and meet desired transportation service standards.

Apply Transportation Demand Management Strategies

In those situations where it is not physically possible, economically viable, or socially desirable to meet forecast growth by adding new capacity (e.g., new lanes) in the same location where the demand appears, an alternative strategy may be to divert the forecast traffic growth to other possibilities elsewhere.

Collectively, such strategies are described as Transportation Demand Management. The concept is to reduce the demand instead of increasing the supply. Some common examples of TDM are:

- Speed humps, bumps, chicanes, and other traffic calming devices to discourage through traffic;
- All-way stop controls to favor local turning movements over through movements;
- Signal timing strategies that favor certain movements over others;
- Increased transit operations to provide an alternative to automobile travel;
- Support for carpooling and vanpooling to reduce commute trips by automobile;
- Provision of continuous high-quality pedestrian and bicycle networks through the affected area; and
- Provision of increased capacity and better continuity on alternative routes.

The thirteen roadway segments shown in Table CFP-8 are also expected to have transportation deficiencies by 2025, but it appears unfeasible to widen those locations to provide more capacity.

Table CFP-8 2025 Segments for Transportation Demand Management

Classification	Name	From	To
Neighborhood Sub-Collector	Caldart Avenue	Youngquist	Lincoln
Neighborhood Sub-Collector	Mesford Road	Caldart	Noll Road
Neighborhood Sub-Collector	Pugh Road	Lincoln	North City Limits
Minor	Front Street	Bond Road	Torval Canyon
Minor	Front Street	Torval Canyon	Jensen (N)
Minor	Front Street	Jensen (N)	Sunset
Minor	Front Street	Jensen	4 th avenue
Commercial Sub-Collector	Jensen (S)	Iverson	Sunset
Neighborhood Sub-Collector	Torval Canyon	Front	4 th Avenue
Neighborhood Sub-Collector	4 th Avenue	Torval Canyon	Arbutus Court
Neighborhood Sub-Collector	4 th Avenue	Arbitus Court	Iverson
Minor	Finn Hill Road	Olhava Way	SR 3
Minor	Finn Hill Road	SR 3	Viking
Minor	Lindvig	Viking	Bond

Source: Table 18 – 2006 Poulsbo Transportation Plan Update

In 2008, the City initiated development of a Traffic Demand Management Study, lead by David Evans and Associates and a citizen review committee. The Study is intended to develop a systematic approach to Travel Demand Management and Transportation System Management techniques and strategies for Poulsbo. A primary goal of the Study is to address the areas in the Old Poulsbo Subarea and the other streets where the LOS cannot be mitigated through increase in capacity.

Relax Transportation Service Standards

An acceptable balance of transportation facilities and travel demand will be achieved in 2025 by improving facilities and implementing travel demand management strategies. It

should not be necessary to relax the City's transportation service standards in the 20-year planning period when these improvements and strategies are implemented.

Capital Facilities Plan & Six-year Transportation Improvement Program Coordination

The Capital Facilities Plan Transportation section contains all major capacity, maintenance and safety improvements that have been identified as necessary to maintain Level of Service standards and preserve existing transportation infrastructure in the 2025 planning horizon. As additional projects are identified, or projects are completed, the Capital Facilities Plan Transportation section will be updated through the regular Comprehensive Plan amendment process.

The projects listed on the City's annual Six-year Transportation Improvement Program (TIP) are derived from the project lists (Tables CFP-5, CFP-6, CFP-7 and CFP-8) in the Capital Facilities Plan Transportation section. All projects that are potentially eligible for Federal transportation funding and most sources of funding from Washington State must be included on the Six-year TIP that is submitted to the Washington State Department of Transportation each year. The City's Capital Improvement Program (CIP) contains those projects from the TIP for which funding has been secured or is anticipated with reasonable assurance.

Pavement restoration projects are not listed individually in the Capital Facilities Plan, but are kept on lists maintained by the Public Works Department and reviewed annually during the 6-year TIP and annual budget process. Similarly, minor street maintenance and restoration projects, as well as minor bicycle facilities installation and pedestrian improvements not connected to a larger plan of improvement or development, are not included in the Capital Facilities Plan if construction costs are generally less than \$100,000, and will be programmed through the 6-year TIP and annual budget process.

Transportation Facilities Funding Strategy

The total amount of future transportation system needs is estimated to cost a total of \$79 million. (*Note: all cost estimates in this section utilize 2009 dollars*). This includes the cost of new sub-collector roads within developments, the cost of upgrading existing roads and intersections throughout the city and a few road segments in the urban growth area slated for future annexation to the city. Of this total, the majority (\$44 million) represents new sub-collector roads providing circulation into and through subdivisions, which will be constructed by developers to City standards as part of site development plans.

Roadway Improvement Costs

Preliminary roadway segment costs were determined by applying planning level unit costs for required lineal feet of improvements. Specific unit costs for sidewalks, turn lanes, bike lanes, roadway widening and new roadways were developed and applied to the lengths of various improvements required. (As an illustration of the cost factors used in Appendix D of the 2006 Poulsbo Transportation Plan Update, the cost to construct a complete new road consisting of two travel lanes, a median turn lane, two bicycle lanes, and curb/gutter/sidewalk on both sides, is projected to cost \$5.3 million per mile, including right-of-way acquisition, planning and design, and contingencies for unknown

factors.) These cost factors reflect recent high increases in the cost of steel and asphalt, and other inflation effects versus older cost estimates.

Costs in future years will rise with inflation. To keep the transportation plan’s costs up to date, the 2006 cost estimates used in this report should be annually updated for the change in the construction cost index in the Puget Sound region, or for Washington State generally. The estimated total cost of existing roadway improvements needed by 2025 is \$28 million.

This amount does not include new roads within subdivisions that would be provided by developers as part of their site development obligations. The estimated cost of these roads amounts to an additional \$44 million. New roads are an important part of the future transportation plan, even though their cost does not appear in the public finance plan. It is most important to identify these roads here in the transportation plan, to ensure that new developments, when they occur, are properly coordinated with those roads and provide for their respective portions of such roads.

Intersection Improvement Costs

Preliminary intersection costs were determined by applying planning level unit costs for various intersection improvements. Specific unit costs for signalization, roundabout construction rechannelization, realignment, and two-way and all-way stop-control were developed and applied to the various intersection locations. The total estimated cost of intersection improvements needed by 2025 is about \$7 million as detailed in Appendix D of the 2006 Poulsbo Transportation Plan Update.

Facility Improvement Funding Scenarios

Developers will provide 98 percent of the new road projects needed within new subdivisions. The cost of improvements to existing roads and existing intersections would be borne by a combination of public and private sources. The total amount to be covered is \$28 million for road improvements, and \$7 million for intersections, or \$35 million total. This amount may vary in the future, as refinements are added to change the assumptions in this report. Table CFP-9 shows some of the options the City could pursue to fund the transportation projects needed to balance transportation facilities and demand in 2025.

Not all options apply to all projects and additional work is needed to match specific projects and funding sources and to be sure adequate funding is identified for all projects. The amount of funding foreseeable based on current levels of taxation and grant programs is estimated at \$15.5 million.

Table CFP-9 Transportation Projects Funding Sources

Funding Sources	Approximate Funding Available
State/Federal Grants	\$10,000,000
Legislative Grants	\$500,000
Other agency assistance	\$500,000
Engineer Share of Fund 101	\$1,000,000

Banked property tax revenue	\$3,000,000
Gas tax	\$500,000
TOTAL	\$15,500,000

Source: City of Poulsbo Engineering and Finance Departments

The additional funding need is approximately \$19.5 million to implement all of the improvements needed for 2025. To develop this amount of funding will require a combination of additional public funds, impact fees and other developer contributions over the next 20 years.

Impact fees

Impact fees are authorized by the Growth Management Act, as one method of raising funds for transportation improvements needed for growth. In order for a GMA impact fee to be lawfully enacted, the underlying analysis of growth forecasts, deficiency assessment, and fiscal analysis, all must be included in the adopted Comprehensive Plan.

Impact fees are provided in state law as one more optional tool for local governments, and are not a requirement. The key requirement of state law is that the need for impact fees be demonstrated in the comprehensive plan, based clearly on the cost of capacity needed for future growth and after accounting for all other foreseeable resources. Impact fees may not be used for existing deficiencies, and impact fees must be allocated to each class of development based on a reasonable relationship to the impacts of development. A recent State Supreme Court decision reviewed the City of Olympia’s impact fee practices, and affirmed that cities have considerable latitude in determining what that reasonable relationship is. The court also clarified that a citywide flat-rate fee schedule is permissible. Impact fees need not demonstrate the same degree of proportional measurement of impacts that is customary with impact mitigation based on the State Environmental Policy Act.

The 2006 Poulsbo Transportation Plan Update provides the technical analysis necessary for the City to support adopting a permanent traffic impact fee schedule; the City used this analysis to support adopting a temporary traffic impact fee schedule in summer of 2007, with the intent to make it permanent once the comprehensive plan is fully adopted.

Further, the City of Poulsbo must also provide public funding for anticipated road improvements. Funding from the City Budget must be included in the variety of funding sources already identified. The City allocates 36% of annual property taxes collected into its street fund and 5% for street capital projects. In addition, the City has issued general obligation bonds in the past to support transportation capital projects, and it may need to consider doing so again in the future. It is vital that the process is established to review, prioritize and fund the City’s capital projects through the 6-year TIP, and that the City Capital Facilities Committee and City Council continue to review annually the revenue identified for transportation capital improvements. If funding shortfall occurs, the options identified in Policy TR-7.3 in the Comprehensive Plan’s Section 1 Policy Document must be evaluated. It is therefore in the City’s best interest to be vigilant in its review and application of all available transportation facilities funding sources.

12.10 Parks System

The City of Poulsbo Parks Program provides quality recreation opportunities, programs, facilities, parks and open space to the greater Poulsbo citizens. The City has a 2006 Parks, Recreation and Open Space Plan adopted to provide policy, acquisition and program guidance for the City's Parks Program. This Plan is included in Appendix B-5, and is adopted in whole.

The City of Poulsbo owns 17 parks ranging in size from .84 of an acre to 21 acres. The types of parks have been defined into four categories, in part by their size, but also by its intended service area:

- Neighborhood Parks are the parks that serve as the recreational and social focus of a neighborhood within the city. They are developed for both passive and active recreation. The service radius is under ½ mile, and is usually home to a combination of playground equipment, picnicking and non-organized activity areas. Poulsbo has seven neighborhood parks totaling 13.76 acres. They are:
 - Net Shed Park (.84 acre)
 - Lions Park (1.2 acres)
 - Forest Rock Hills Park (3.1 acres)
 - Betty Iverson Kiwanis Park (2.4 acres)
 - Austurbruin Park (2 acres)
 - Oyster Plant Park (.22 acre)
 - Nelson Park (4 acres)
- Community Parks are larger in size and serve a broader purpose and population than neighborhood parks. They are developed for both passive and active recreation. These parks may typically include athletic fields, sports courts, trails, playgrounds, open space and picnicking facilities. The service radius is larger – usually ½ to 3 miles. Poulsbo has two community parks totaling 28.44 acres. They are:
 - Frank Raab Park (21 acres)
 - College MarketPlace Area (5.92 acres)
 - Poulsbo Recreation Center (1.52 acres)
- Regional Parks are the largest park designation because people will come from many miles to enjoy the park. These parks are often along waterways, and may be in the center of the economic or tourist areas in a city. Poulsbo has two such parks totaling 14.38 acres. They are:
 - American Legion Park (12.88 acres)
 - Liberty Bay Waterfront Park (1.5 acres)
- Natural/Open Space parks are natural lands set aside for preservation of significant natural resources, open space and areas for aesthetics and buffering. These parks are often characterized by sensitive areas, and may include wetlands, slopes, significant natural vegetation or shorelines. Poulsbo has six parks with the natural/open space designation totaling 55.82 acres. They are:
 - Myreboe Wilderness Park (11.56 acres)

- Indian Hills Park (20 acres)
 - Poulsbo’s Fish Park (20.79 acres)
 - Centennial Park (2.4 acres)
 - Nelson Park (7 acres)
 - Hattaland Park (1.5 acres)
- Trails are built in parks, along roads or in old road rights-of-way. Most of these trails do not connect, but by adding sidewalks and right-of-ways, a walker can get from one place to another. Connectivity of Poulsbo parks is a priority and a major goal of the City. Poulsbo has 9 trails totaling 3.75 miles.

2025 Park System Facility Improvements based on LOS

The City of Poulsbo’s planned Park Level of Service is the result of a review of various standards from sources such as the National Recreation and Parks Association, as well as input from the public and the Poulsbo Parks and Recreation Commission. When comparing the current park acreage with the acreage anticipated necessary for the City’s 2025 population, the results provide the City with its park acquisition and development priorities. It proves a useful tool when programming projects into the Parks 6-year Capital Improvement Program.

The projected future population of the City of Poulsbo is 14,808 at the year 2025. Table CFP-10 identifies the City’s park needs utilizing its planned level of service on park type.

The City has established a planned overall park system level of service (PLOS) of 13.73 acres per 1,000 population. Level of service standards have also been identified for the City’s park types and trails, and are identified in Table CFP-10. The City is planning to maintain the 2010 existing level of service (ELOS) for the planning horizon citywide, but have made adjustments to the park type planned level of service standards to support acquisition and development priorities. The Planned Level of Service standards identified in Table CFP-10 are the City’s desired standards and take precedent over the standards identified in the 2006 park functional plan.

Table CFP-10 2025 Project Park Needs based on LOS

Park Type	2010 Existing Acres	2010 Existing Level of Service (ELOS)	2025 Planned Level of Service (PLOS)	2025 Acreage Need based on PLOS**	Actual 2025 Park Acreage Needs***
Neighborhood Park	13.76	1.54 acre/1,000 pop.	2 acre/1,000 pop.	29.61	15.85 acres
Community Park	28.44	3.19 acre	3.5 acre	51.82	23.38 acres
Regional Park	14.38	1.61 acre	1.5 acre	22.21	7.83 acres
Open Space Park	63.25	7.1 acre	6 acre	88.86	25.61 acres

Trails	3.75 miles or 2.73 acres*	.42 mile or .3 acres	1 mile or .73 acre	14.81 miles or 10.81 acres	11.06 miles or 8.08 acres
TOTAL	122.56 acres	13.74 acres/1,000 population	13.73 acres/1,000 population	203.31 acres	80.75 acres

* Trail miles are converted into acreage by assuming a 6' wide trail x 1 mile = .73 acre

** City's 2025 population of 14,808 was used to calculate total 2025 acreage needed.

*** Actual 2025 acreage needs calculated by subtracting 2010 existing acres from 2025 acreage need based on PLOS.

2025 Park System Acquisition and Improvements

The City has identified several specific needs for the growth of its park system. These are based upon the above Level of Service analysis. Common themes running through the list of projects is a desire to increase ownership and access along Liberty Bay and Dogfish Creek, as well as the expressed need for expanded park, open space and trail facilities citywide, and an interest in sharing responsibility for cooperative use facilities to provide needed recreational programming. Figure PRO-2 in Section 1 maps each of the City's 2025 Park Improvements. The number in each of the following project descriptions refers to the legend on Figure PRO-2.

Park Land Acquisition

Lord Property

This 2.69 acres of shoreline is located along the eastern side of the Liberty Bay estuary. The acquisition of the property would expand Poulsbo's Fish Park and provide opportunity for shoreline restoration and limited park development. This property would be classified as Trails and Natural/Open Space Park. This project is identified as number 1 on Figure PRO-2.

Parcels near County Road 59

Acquisition of four contiguous parcels totaling 3.86 acres adjacent to County Road 59, could expand the existing shoreline trail located at the county road right-of-way, and provide a new West Poulsbo neighborhood park. This project is identified as number 2 on Figure PRO-2.

Centennial Park Expansion

Acquisition of the Public Works' two sites plus three small residential pieces will add approximately 3.89 acres to Centennial Park. In addition to restoration activities and park land expansion, the acquisition of these sites will assist with storm water issues in the area. This project is identified as number 3 on Figure PRO-2.

Additional land adjacent to Fish Park

The City wishes to acquire additional parcels as they become available along Dogfish Creek and its estuary for the purpose of habitat restoration and salmon rearing. Partnerships with the Suquamish Tribe and various organizations and non-profits will

help benefit this project. NWI Trust property (.73 acres) and Holm property (3.77 acres) have been identified as key properties adjacent to Fish Park for the City to acquire. This project is identified as number 4 on Figure PRO-2.

West Poulsbo

Future residential development expected in the western city limits would benefit from a new Neighborhood Park. No specific parcel has been identified for this park. This project is identified as number 15 on Figure PRO-2.

East Poulsbo

Future residential development expected in the eastern city limits would benefit from a new Neighborhood Park. The park should be at least 2 acres to 5 acres in size. No specific parcel has been identified for this park. This project is identified as number 5 on Figure PRO-2.

Hamilton Field

This 2.2 acre parcel is located on Hamilton Court and is currently owned by the North Kitsap Pee Wees Association. If acquired, the field could provide a lighted soccer/football field which includes a clubhouse/storage building on the premises. A partnership ownership opportunity may exist for this property. Access, parking and drainage issues will need to be addressed to make this a viable community asset. This property would be classified as a Community Park. This project is identified as number 6 on Figure PRO-2.

East Liberty Bay Shoreline Property

Acquisition of parcels located along Fjord Drive, for a community or neighborhood park, and access to beach areas and trail connections. This project is identified as number 7 on Figure PRO-2.

Johnson Creek Wildlife Corridor

Acquisition of undeveloped parcels of land along the Johnson Creek corridor and within the city limits. This project would acquire properties as they become available or easements for future trail connections along the corridor. This project is identified as number 9 on Figure PRO-2.

Park Land Development

Poulsbo Fish Park Development

Continue to develop Poulsbo Fish Park, including public access trails, interpretive areas, restoration of the estuary, and wildlife viewing areas. An environmental education learning center may be appropriate at this park. This project is identified as number 10 on Figure PRO-2.

College MarketPlace Athletic Fields

This project recognizes that the City is deficient in the number of ball fields it owns (none), and that the development of additional athletic fields is necessary. The plan for

this project is the development of two multi-use fields and parking on the 5.92-acre site. This project is identified as number 11 on Figure PRO-2.

Centennial Park Development

This project is to restore, renovate and protect the natural resources existing on and around this 2.5 acre piece of parkland on the South Fork of Dogfish Creek, while also providing public access opportunities. The scope of this project will provide public access including trails, a creek overlook, two pedestrian bridges, restoration and habitat improvements around the creek, tree and habitat plantings, limited demonstration gardens, benches and picnic tables. This project is identified as number 12 on Figure PRO-2.

Nelson Park Phase 2

Nelson Park encompasses over 11 acres in West Poulsbo. This waterfront property was purchased in 1997 and includes four parcels along the Liberty Bay shoreline. A master plan was developed in 1998. In 2004, phase 1 development of about four acres included a restroom and picnic shelter, playground, parking and some trails. Phase 2 would include trails throughout the property. This project is identified as number 13 on Figure PRO-2.

Indian Hills Recreation Area

This 20-acre parcel is planned to be developed as a passive park. This project is identified as number 14 on Figure PRO-2.

Trail Acquisition and Development

Liberty Bay Waterfront Trail

Development of a continuous trail along the waterfront from Liberty Bay Park to the south city limits on Viking Avenue. This may include boardwalk, acquiring easements on private property or purchasing additional properties. These trails would be spurs off the Mosquito Fleet Trail. This project is identified as numbers 15 on Figure PRO-2.

Shoreline property north Front Street

Acquisition of .69 acres of steep shoreline property just south of Liberty Bay Auto could add to the Liberty Bay trail. This project is identified as number 16 on Figure PRO-2.

Dogfish Creek Natural Trails

Easement or property acquisition and development of a trail from Poulsbo Fish Park connecting to 7th Avenue. This project is identified as number 17 on Figure PRO-2.

Betty Iverson-Kiwanis Park Trail Development

The City will be given a 14 acre mitigation site contiguous to the Betty Iverson-Kiwanis Park from the Washington State Department of Transportation in March 2019. The planned ½ mile trail would lead people from the city park onto the mitigation site. This project is identified as number 18 on Figure PRO-2.

Moe Street Trail

The Moe Street Trail runs between 3rd Avenue and 4th Avenue NE. This project is to upgrade the trail to allow for more stable, concrete steps and landscaping. This project is identified as number 19 on Figure PRO-2.

Recreation Development

Poulsbo Recreation Center

This project consists of a multi-purpose building which would ideally include two full size gyms with hardwood floors, fitness room, classrooms, and two meeting rooms. This building could serve as a new regional recreation center. Acquisition of new property or incorporating the project onto property already owned by the City or another public entity is desirable. This project could be done as a partnership with North Kitsap School District, Kitsap County, and/or the Public Facilities District. This project is identified as number 20 on Figure PRO-2.

North Kitsap Regional Events Center

The NK Regional Event Center is a partnership between the City, Kitsap County, the Public Facilities District, and North Kitsap School District. The NK school campus in Poulsbo has been identified as the site of a recreation master plan. The partnership project includes field improvements, theater renovation, and the development of a Special Events/Recreation Center. This project is identified as number 21 on Figure PRO-2.

Park Facilities Funding Strategy

The funding for park projects comes from a variety of means – City budget park reserves, park mitigation fees, federal and state grants, and in kind donations - usually through the contribution of community groups' labor and donated materials. Park projects that are placed on the 6-year CIP have received a funding commitment, usually through a combination of grant funding, city park reserves or mitigation fees, and in-kind donation.

The following is a summary of the variety of funding sources available to implement the Park System's 2025 list of projects:

City Park Funding

The Parks and Recreation Department has two primary sources of funding from the City budget. The first fund contains the mitigation fees that the City has collected from developers. The second, the Park Reserve fund, amounts to 5% of annual property taxes. In addition, the City Council can approve the use of ¼ of one-percent real estate excise tax for any park capital improvement project.

Impact Fees

The City could choose to levy park impact fees authorized by the Growth Management Act to help offset the cost of capital facilities brought about by new growth and development (the City currently collects mitigation fees under SEPA). Enacting a park impact fee would ensure that new development pays its proportionate share of the cost of park, open space, and recreation facilities that are reasonably related to new development.

Grants

There are a number of state agencies that provide a variety of grant programs to eligible application sponsors for outdoor recreation and conservation purposes. The amount of money available for grants statewide varies from year to year and most funding sources require that monies be used for specific purposes. Grants awarded to state and local agencies are on a highly competitive basis, with agencies generally required to provide matching funds for any project proposal. In the past, Poulsbo has been very successful in receiving state and federal grants for the acquisition and development of many of its parklands.

Conservation Futures

Kitsap County instituted a levy in 1991 that established the Conservations Futures Fund, setting aside property taxes to purchase and annually maintain open space. The \$4 million fund was augmented by another \$3 million bond in 1999. A ranking process to determine which properties should be purchased follows periodic requests for property nominations. Nominated properties are ranked according to their open space value and given higher ranking for outside financial support and partial donations. This program, which deals with willing sellers, is a potential source of funding for the purchase and long-term maintenance of open space in Poulsbo.

Conservation Easements

A conservation easement is placed on property when a landowner agrees to severely restrict or exclude its development in perpetuity. Conservation easements are an attractive alternative to fee-simple purchase because the land is protected from adverse development without a large outlay of public money.

Donations

Occasionally, landowners who wish to preserve their property donate their land to local government or a land trust with clear instructions on its future use. Owners can also donate part or the purchase price of a piece of property they sell to the City, effectively lowering the buyer's costs.

Partnerships

Through interlocal agreements, interagency cooperation, civic organization, non-profit, and other types of partnerships, the City has been very successful in providing and developing city parkland. The cost of planning, development of a site, or creating recreational programs can be accomplished through partnerships. Under state law, local service organizations and associations can supply plans, provide improvements to parks, install equipment, or provide maintenance services. These can come from individuals, organizations or businesses, and the donors benefit from tax deductions and publicity.

Voter Approved Bond

Voter-approved general obligation bonds can be generated from acquisition or development of parks, and are typically repaid through an annual "excess" property tax levy through the maturity period of the bonds, normally 15 to 20 years. Broad consensus support is needed for passage, as a 60% "yes" vote is required. A validation requirement also exists wherein the total number of votes cast must be at least 40% of the number of votes in the preceding general election.

Metropolitan Park District

A discussion throughout the community regarding the formation of a Metropolitan Park District (MPD) for Poulsbo and North Kitsap has been occurring in varying degrees of support and interest over many years. This is because many citizens who use and enjoy the City Parks and Recreation programs do not live within the city limits. A Metropolitan Park District is defined in RCW 35.61.010 as “A MPD may be created for the management, control, improvement, maintenance, and acquisition of parks, parkways, boulevards, and recreational facilities. A metropolitan park district may include territory location in portions or all of one or more cities or counties, or one or more cities or counties, when created or enlarged as provided by this chapter.” Funding through the a MPD could provide a more stable funding structure and source for parks and recreation programs and facilities.

12.11 Police Service

The City of Poulsbo provides police service within the city limits. The major responsibilities of the Police Department are law enforcement, maintenance of order, crime investigation and prevention, traffic control, marine enforcement, process and service of civil papers for the courts, service of criminal warrants, and other emergency services.

Current Personnel/Equipment

The Poulsbo Police Department consists of nineteen commissioned police officers and three civilian clerks. The Poulsbo Police Department field operations combine the traditional police services of uniformed patrol officers and investigative follow-up. This includes the Patrol Division, Investigations Division, Field Training Officer Programs, School Resource Officer, Marine Officers, Citizen Volunteer, and Reserve Officer Division.

In 2007, the City initiated a process study of the Police Department and it was recommended that the City add a Deputy Chief and Police Clerk to the Department. By adding the Deputy Chief, the current Administrative Sergeant would be able to provide more services to the patrol officers in the field. Also the additional Police Clerk would be able to input the officers’ data and reports allowing the officers to be out in the community.

The department is also supported by an active and professional force of reserve officers, who provide hundreds of volunteer hours of patrol time to the city each year. Many of the City’s special community events could not be safely policed without the assistance of these citizen volunteers. The Police Department is also assisted by a group of citizen volunteers, who patrol the city, enforce parking violations, make vacation checks for residents who are away from home, and assist with traffic control and parking at special events.

The department’s administrative support performs records management, communications, property/evidence, background, fingerprinting, alarms, data entry, accounts payable/receivable, customer service and court/citation records keeping.

The Police Department is supported by twelve police vehicles and one police motorboat.

Department Services/Activities

The Poulsbo Police Department’s greatest challenges at this time are traffic problems and issues related to growth. The City has grown in the past decade, with the transportation system challenged to keep up. This often results in congested roads and commuters looking for faster routes to get around the city. Often this results in cut-throughs in residential neighborhoods. As the City continues to grow, the size of the community to patrol increases, calls for service and demands are placed on the Police Department.

Some of the services and activities performed by the Poulsbo Police Department are summarized below in Table CFP-11:

Table CFP-11 Poulsbo Police Department Activities

Type of Activity	2005	2006	2007	2008
Case Reports	1,586	1,998	2,090	1,783
Citations Issued	2,162	2,167	2,325	985
Calls for Service	11,229	13,374	12,942	12,234
Motor Vehicle Accidents	211	175	271	235
DUI	58	110	72	71
Vehicle Lockouts	25	11	15	20
Vacation House Checks	909	1,034	1,049	847
Handicap Parking Citations	177	231	250	250

Source: City of Poulsbo Finance Department

Detention and Correction

The City of Poulsbo contracts with Kitsap County to provide incarceration services. Kitsap County has a 472 bed correction facility, 48 bed work release facility, and a 23 bed juvenile facility. All three of these facilities are located in Port Orchard, Washington.

Level of Service Analysis

The Police Department’s Level of Service is associated with police protection, operations, special operations, and support services. The service standard is to have facilities and equipment sufficient to meet the demand for police services. As the City continues to grow – residentially and commercially – the demands on increased calls for service on the Police Department, grows. Increased patrols and officers may be necessary in the future as these demands continue. The Police Department facilities are discussed under the Government Facilities section.

Capital Facilities Needs

At this time, replacement and maintenance of the City’s police patrol equipment are the only identified capital expenditures. The replacement of police capital equipment is established through the City’s Capital Acquisition Fund, which provides the funding for replacement of equipment.

12.12 Solid Waste

State law (RCW 70.95.010) requires counties to plan an integrated solid waste management system that emphasizes waste reduction and recycling. Management of solid waste that cannot be recycled or managed alternatively can be incinerated, placed in a landfill, or a combination of the two.

Kitsap County Public Works' Solid Waste Division is the lead planning agency for solid waste management in Kitsap County. The Comprehensive Solid Waste Management Plan specifies the management actions that will be taken over a detailed 6-year and general 20-year time period. The plan is developed with participation with the County's cities, tribes, and the Navy, as well as the County's solid waste advisory committee.

Components of an integrated solid waste management program include:

- System planning, administration and enforcement;
- Collection, transfer and disposal of solid waste;
- Collection and processing of recyclables; and
- Moderate risk waste transfer and collection programs.

The City of Poulsbo provides collection, transfer and disposal of solid waste and recyclables within the city limits. The City's Public Works Department is responsible for system planning and administration of the City's solid waste program, and coordinates and cooperates with Kitsap County in the county-wide system planning and administration through the Comprehensive Solid Waste Management Plan. The Kitsap County Health District is responsible for enforcement; Kitsap County is responsible for Moderate Risk Waste transfer and collection programs.

Current Services/Facilities

The City of Poulsbo provides both residential and commercial solid waste collection and disposal services to approximately 2,238 residential and commercial utility customers within the city limits. Residential services include the weekly pickup of containers ranging in size from 10 gallon to 32 gallon. Commercial services include all sizes of containers together with dumpsters ranging in size from two yard to eight yards. For units greater than eight yards in volume, customers are referred to Bainbridge Disposal for disposal services.

Solid waste is collected on a weekly basis in the residential areas of the community and on a more frequent basis in the commercial areas of the City subject to the property or business owner's disposal requirements.

Solid waste is transported and disposed of at the Olympic View Transfer Station located in South Kitsap, adjacent to the Port of Bremerton Industrial Park. Table CFP-12 depicts the amount of solid waste delivered to the Olympic View Transfer Station in recent years.

Table CFP-12 Poulsbo Solid Waste Delivered to Olympic View Transfer Station

	2004	2005	2006	2007	2008
Tons of Solid Waste Delivered to	5,181	5,200	5,690	5,557	5,082

OVTS					
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Source: 2008 Poulsbo Final Budget Document + City of Poulsbo Public Works

The City anticipates the amount of solid waste delivered to the Olympic View Transfer Station will continue to rise, as the City’s residential customer base grows. Olympic View Transfer Station serves as the disposal system for all jurisdictions in Kitsap County. Waste Management operates the OVTS through a contract with Kitsap County. The County entered into a 20-year contract with Waste Management to send the solid waste collected at OVTS to a landfill managed by Waste Management. This landfill has capacity up to 100 years, plus additional acreage that could be permitted to increase capacity beyond that time. Kitsap County is the lead agency in planning and coordinating for future solid waste capacity needs. The City participates in disposal capacity planning by participating in the County’s Consolidated Solid Waste Management Plan.

Recycling

The *Waste Not Washington Act of 1989* mandated that each local jurisdiction developed recycling services. In 1991, the City established its recycling program. The fee for recycling is included in the customer’s monthly service charge rate.

Recycling services include bi-weekly curbside collection of residential recyclables, cardboard, and yard waste. The recycling program also includes a regional recycling center. To assist those residents in the surrounding unincorporated community, and for expanded service for city residents, the Kitsap County Solid Waste Division developed the Poulsbo Recycle Center. The drop-off recycling center is located on Viking Avenue, north of SR 305, and serves city and county residents. The recycling center provides a drop point for the disposal of newspapers, aluminum, tin cans, plastic, and some household hazardous waste, such as oil and batteries.

Level of Service

Solid Waste Collection

The City of Poulsbo has established a Level of Service to provide curbside collection of solid waste refuse once a week to all city residents who wish to receive such service.

Recycling

All incorporated cities in Kitsap County are considered “Level 1” service areas, and must provide curbside collection of residential recyclables for all single-family dwellings and multi-family complexes. This LOS was established by Kitsap County Ordinance No. 157-1993.

2025 Solid Waste Facilities Needs

At this time, construction of a transfer station is the only identified capital expenditures. The City’s solid waste utility users fees from monthly service charges support the utility’s expenditures. At this time, the solid waste transfer station has been included in the City’s 6-year capital improvement program.

12.13 Government Facilities

The City of Poulsbo's government facilities include government administrative offices, maintenance facilities, municipal courtrooms, police station, and recreation center.

Existing Facilities/Buildings

City Hall

The existing City Hall is located at 19050 Jensen Way NE in downtown Poulsbo. The main floor houses the Executive, City Clerk, Finance, Planning, Building and Engineering departments, while the lower floor provides space for Poulsbo Municipal Court, the Kitsap County North District Court, as well as record storage, conference rooms, library and Auditor's office.

The City Hall is no longer in optimum condition. The mechanical, electrical and HVAC systems do not comply with current building codes, and do not adequately heat and cool the buildings, which creates uncomfortable working conditions for staff. The City Hall was originally designed and operated as a fire station for many years, and the layout of areas is not configured for efficient operations and the preferred adjacencies of all City departments. The City Hall does not offer opportunities for expansion to meet the staffing projections that will be required to handle the future demand for city services. This limitation also applies to the level of existing parking for both staff and the public.

Public Works

The existing Public Works equipment bays, shops and administrative space are located on 1.7 acres on 8th Avenue and Lincoln Road. The existing facilities consist of one World War II surplus Quanset Hut, with an addition on the south end for offices; an 800 square foot administrative office space; and two outbuildings for storage and shops. The majority of the Public Works equipment is stored outside, exposed to the elements, shortening the life of the equipment and vehicles. Administrative files are stored in unheated, damp areas; and employee parking has been forced to move off-site.

The Public Works complex is no longer able to meet the needs and demands of the City's public works operations, maintenance and administrative functions.

Police Station

The existing Police facility is located at 367 NE Hostmark Street. It is a concrete block and wood-framed building housing officers, administrative staff, locker rooms, evidence storage, impound area, short-term holding cells, and support spaces for the City's policing functions. Current operations are 7 days per week, on call 24 hours a day with 2 daily shifts. The existing building size, including storage areas, is approximately 6,000 square feet.

The police building is not in optimum condition and is approaching the end of its useful life. The facility does not comply with current building codes including fire, life safety, energy and handicap accessibility codes. Many spaces such as file space, evidence

storage and processing areas are undersized based on today's space planning standards, and result in cramped areas for daily operations.

Poulsbo Recreation Center

The existing Poulsbo Recreation Center is located at 19540 Front Street, and is owned by Kitsap County Consolidated Housing Authority. Through a cooperative use agreement, the Poulsbo Parks and Recreation Department occupies and operates its recreation program on the first floor of the Center, utilizing approximately 7,500 square feet. The current Recreation Center houses a preschool, fitness room, weight room, racquetball courts, and one meeting room, as well as the administrative offices for the Parks and Recreation Department staff. Recreation classes, fitness classes, preschool, and other programming utilize the Recreation Center's spaces at various hours and days throughout the week.

2025 Government Building Facilities Needs

In 2001, the City of Poulsbo commissioned the architectural and planning firm of Merritt+Pardini for the purpose of providing a space needs analysis for twenty years of growth, and the feasibility of developing a new city hall and police department facilities.

The Merritt+Pardini Space Program was developed using input from staff surveys and discussions with staff and department managers. Eight departments were evaluated: Executive, City Clerk, Finance, Planning and Building, Engineering, Municipal Court and District Court, Police and Parks and Recreation.

The sizing of offices, storage and meeting spaces are based on comparable facilities in the region, and square footage amounts were determined from conceptual configuration sketches that were developed in conjunction with City staff. Once the "net" areas were determined for each space type, they were subtotaled and multiplied by an efficiency factor to arrive at a total "gross" area. The circulation factors account for such areas as hallways, mechanical space, wall thickness, etc. and they vary between building type. For this calculation, Merritt+Pardini used 30% efficiency and grossing factors.

The space programming and square footage amounts were further refined in 2005, when the City commissioned the architectural firm BLRB, to prepare a feasibility study for a new municipal campus. Further, these square footage amounts were confirmed in 2008 by the architectural firm Lewis Architects, which the City hired to design a new city hall downtown.

City Hall

The two primary objectives for a new City Hall are to provide expanded facilities to accommodate a projected increase in staff; and to centralize departments in one location to improve the efficiency of staff operations and the delivery of services to the public. This provides the opportunity to improve departmental adjacencies and the sharing of spaces, such as public lobby and counters, copier/work counters, conference rooms, storage areas, and libraries.

One grouping of departments that desire close adjacencies to each other are the Executive, City Clerk and Finance departments; the second is Planning, Building, Engineering and Public Works administration. The departments can be grouped around a central public lobby, each department with its own public counter. This arrangement would facilitate a “one-stop” permit center that streamlines access to City services. In addition, spaces can be made more flexible by designing divisible rooms that can be utilized as one main room or two smaller rooms, such as City Council chambers, when additional space is occasionally required for some meetings.

Table CFP-13 City Hall Departmental Space Needs

Department	Square Feet
Executive	324
City Clerk	4,442
Finance	2,236
Human Resources/IT	1,820
Planning/Building	4,520
Public Works/Engineering	3,316
Municipal and District Court	3,797
Common Support Facilities	8,871
TOTAL for new City Hall	29,326 square feet

*Source: Municipal Campus Master Plan Merritt+Pardini 2001
Municipal Campus Feasibility Study BLRB 2005*

In 2000, the City purchased a 2.5 acre site, located at 7th Avenue NE and NE Iverson Way as the location of a new municipal campus. Environmental constraints and protection (South Fork of Dogfish Creek bisects this parcel) precluded the ability to locate a majority of City functions on this site. The City Council ultimately decided to pursue a new location and preserve this parcel as an urban park. This location will be improved as the City’s Centennial Park.

In 2006, the City purchased an approximate 8 acre parcel on 10th Avenue for the location of a new municipal campus. Preliminary site design and architectural renderings set forth a phased development plan which would include a new approximate 29,000 square foot City Hall, approximate 11,000 square foot new Police Station, and approximate 10,000 square foot new Poulosbo Recreation Center. Environmental constraints and protection (two wetlands are located on the parcel) diminished the ability to locate the recreation center on this site. In addition, during the application process for the new city hall and police station, public displeasure on the proposed location was expressed to the City Council, to the point where the Council decided to allow for a public vote on the location. The question put forth for a public vote was whether a new City Hall should remain within the City’s Downtown Commercial Core, or be located elsewhere in the City (such as at the 10th Avenue parcel). On the November 2006 ballot, the majority of Poulosbo citizens who voted choose to retain City Hall’s location downtown.

In early 2007, the City initiated a public request to property owners and developers to submit proposals for sites and conceptual designs for a new city hall located in downtown Poulsbo. A number of designs and locations were submitted to the City for consideration. In November 2007, the City Council chose to proceed with a new city hall located at Moe and 3rd Street. A request for proposals from architecture firms was made in late November 2007, with Lewis Architects chosen as the City's lead firm in the design of a new city hall.

Site plans and building and space designs were developed in 2008; land use approval has been completed, and the groundbreaking ceremony was held on September 9, 2008. Preliminary site work has begun and was completed at the end of December 2008. Construction began Spring 2009.

Public Works

In 1998, the City commissioned a Public Works Facility study to evaluate alternatives of moving to a new location, or expanding and improving the existing location. At that time, the library was undergoing expansion and the Iverson Street extension alignment was beginning its design. The City Council evaluated alternatives, and agreed that the Public Works operations and maintenance should be moved to a new location, and the Public Works office and administration services should join with a new City Hall building, when a new City Hall was to be constructed.

The 1998 Public Works Facility study identified that a 10 acre site would most likely be necessary to house the vehicle maintenance shops and equipment storage bays. The study also identified approximately 21,000 square feet of building or bays would be necessary to accommodate the needs of Public Works operations and maintenance.

Since 1998, the City pursued the possibility of joint location with Kitsap County North Road Shop and Kitsap Transit's North vehicle storage facility all to be located at a new location. No formal agreements or joint purchases were made, however. The City also investigated the option of relocating onto one of the City's well/water storage tank sites, however, zoning and environmental concerns and wellhead protection precluded this option.

The City would like to relocate the operations and maintenance functions of Public Works to a new, larger, and more suitable location. In 2008, the City purchased a 4.3 acre site in north Poulsbo along Viking Avenue. It is intended that a new Public Works operation, maintenance and storage facilities would be constructed at this location. This project has been programmed in the City's 6-year CIP, with non-voted general obligation revenue bonds as the primary funding source.

Poulsbo Recreation Center

The 2005 BLRB Municipal Campus Feasibility Study evaluated and programmed space needs for a new Poulsbo Recreation/Community Center. A 10,374 square foot building was identified to adequately provide for administration, the need for fitness areas and educational and preschool classrooms.

The City would like to acquire or construct a new Poulsbo Recreation Center. The City as identified possible options for a Poulsbo Recreation Center: 1) acquiring the current recreation center and enhance the space; 2) coordinate with the North Kitsap Regional Event Center partners and approved master plan to potentially place a recreation facility near North Kitsap High School; 3) utilize the City’s public works property that is contiguous to Centennial Park, once public works is relocated; or 4) another site not identified at this time.

Police Station

The 2005 BLRB Municipal Campus Feasibility Study evaluated and programmed space needs for a new Police Station. An 11,125 square foot building was identified to adequately provide for administration and support spaces for police needs. Adequate parking spaces for police vehicles also must be strongly considered when determining the space and site needs for a new police station.

While the City would like to construct a new Poulsbo Police Station within the twenty-year planning period, no sites have been identified for purchase at this time. Funding for a new police station would most likely be from non-voted general obligation bonds. A new police station has not been programmed into the City’s 6-year CIP.

Government Buildings Funding Strategy

In 2005, the City initiated \$5.1 million in general obligation funds to purchase a site for a new city hall, civil site work and architectural design. These funds were used to purchase the 10th Avenue site and the initial architectural design. However, as the new city hall will be located in downtown Poulsbo, the remaining funds from this bond have been used for construction at the downtown location, and the 10th Avenue property has been sold.

The primary funding source for the new city hall will be non-voted general obligation bonds. Real estate excise taxes, sale of property and city reserves will also contribute to the funding on the new city hall project.

In fall of 2008, the City received a two-step upgrade to an AA rating from Standards and Poors, for the intended city hall general obligation bond issue. The financial program includes bonding for \$9.5 million, which will be issued at a time when availability and interest rates are reasonable. The financial program also includes the sale of three properties – the initial 10th Avenue site, the Klingel property, and the current City Hall site. The City Council has established a consensus that the sale of the 10th Avenue site must be secure before soliciting for bonds, and a reasonable expectation exists that the existing City Hall site will be marketable once vacated.

The City’s 6-year Capital Improvement Program includes the following costs for new public buildings:

Table CFP–14 Public Building 6-Year Capital Improvement Plan

Project	2009	2010	2011	2012	2013	2014
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City Hall	\$9,651,120	\$2,767,676				
PW Relocation			\$3,264,530	\$3,335,670		

Source: 2009 Poulso Budget Capital Improvement Program

Total Project Costs (includes funds from previous years): City Hall - \$16.9 million; PW Relocation - \$7.7 million

Funding for design and construction of a new Public Works complex on the recently purchased site will be through general obligation revenue bonds. It has been programmed that each of the city utilities will contribute revenues towards the payment of these revenue bonds. Depending on the national and regional economic environment, it is anticipated that the City will issue the general obligation revenue bonds in 2011 to begin site and facility design and civil site work, with facility construction commencing in 2012.

12.14 Fire and Emergency Services

The Poulso Fire Department (Fire District 18) provides fire and emergency services for the City of Poulso. The Department covers an estimated 50 square miles (3 square miles within incorporated City of Poulso limits and 47 miles of unincorporated County), and encompasses an estimated 2008 population of 25,112. District No. 18 extends north of Poulso city limits to Port Gamble, west to Bangor Naval Base/Clear Creek Road, and south to Mountain View Road. The eastern boundary is approximately 3 miles east of Poulso city limits. The Fire Department has four fire stations.

Current Equipment/Personnel

Poulso Fire Department current equipment includes:

- 5 Fire Engines,
- 2 Water Tenders,
- 6 Ambulances
- 2 4x4 Rescue Units,
- 4 Staff Vehicles
- 8 Command units

The Department's staff includes 48 paid positions (38 are paid first responders), and 20-25 volunteers.

Level of Service Analysis

Two methods generally used in determining level of service for fire districts are fire units per capita and response time. Since many districts operate using a level of service (LOS) tied to response time, it is included in this discussion; however, for capital facility forecasting, the per capita method provides a more quantifiable LOS that can be easily related to cost.

Fire Units per Capita

Determination of an LOS using the fire units per capita method is calculated by dividing the number of fire units operated in a district by the district's population. Multiplying the

established LOS by future population projections is a proven method for reasonably predicting growth-related fire and emergency service capital facilities requirements.

This method only uses fire/emergency units (e.g. fire engines, water tenders, and medic units). Although personnel is an integral component of the operation of any fire district, personnel is not considered a capital facility item under the requirements of GMA.

Response Time

Response time is defined as the amount of time that elapses between the initial call for assistance and arrival of the first emergency unit on site. A five-minute response time in urban areas is a level of service goal that the Poulsbo Fire Department tries to meet.

Planning for fire protection and medical facilities that use this method is often tied to a geographic distribution of stations and the equipment housed at each facility. Stations should be located within a five-mile radius of each other to provide blanket coverage. With this method, a population increase does not have as direct an effect on fire protection facility needs as it would on other types of capital facilities, such as water systems or schools. Population increases will more directly affect the number of emergency calls that a district receives, which in turn affects the number of personnel and amount of equipment needed to maintain an adequate response time.

The Poulsbo Fire Department utilizes the fire units per capita level of service standard to plan for its future capital facility needs.

Projected Capital Facility Needs

Table CFP-15 show the Poulsbo Fire Department’s current and projected Level of Service, comparing current fire units per 1,000 population. The LOS analysis shows that the Poulsbo Fire Department has adequate fire units to serve its service area population during the six-year capital improvement period.

**Table CFP-15 Poulsbo Fire Department
Projected Level of Service - 0.54 Fire Units per 1,000 population**

Time Period	Service Area Population	Fire units @ .00054 per capita	Fire units available	New Reserve or Deficiency
2008 actual	25,112	14	15	+1
2009-2014 projected growth	2,465	1	15	-1
2014 Total	27,577	15	15	0

Source: Kitsap County Capital Facility Plan Fire Projection + Poulsbo Fire Department

Project Costs and Funding Strategy

The Poulsbo’s Fire Department LOS of .54 fire units in service per 1,000 population will not require any additional fire or emergency units through the year 2014. The Poulsbo Fire Department has a 6-year non-capacity Capital Improvement Plan, which is depicted

in Table CFP-16. Revenue from the Fire District Tax Levy is anticipated to cover the projected capital expenses. No new stations are planned.

Table CFP-16 Poulsbo Fire Department Capital Improvement Plan

Project	2009	2010	2011	2012	2013	2014
Minor Capital Expenditures	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Medic Unit Replacement	\$200,000					\$200,000
Medic Unit Refurbishment		\$90,000		\$90,000		
Fire Engine Replacement			\$475,000			
Fire Engine Refurbishment		\$100,000		\$100,000		
Projected Fire District Tax Levy Revenue						
Fire District Tax Levy	\$250,000	\$240,000	\$525,000	\$240,000	\$50,000	\$250,000
	2009	2010	2011	2012	2013	2014
Total Costs	\$250,000	\$240,000	\$525,000	\$240,000	\$50,000	\$250,000
Total Revenues	\$250,000	\$240,000	\$525,000	\$240,000	\$50,000	\$250,000
Balance	0	0	0	0	0	0

Source: Kitsap County Capital Facility Plan Fire Protection + Poulsbo Fire Department

12.15 Library

The City of Poulsbo is annexed into the Kitsap Regional Library District. The Poulsbo Library was built by, and is maintained, by the City. The Kitsap Regional Library (KRL) provides books, furnishings, equipment, and staffing. The Poulsbo Library is located within the city limits at 700 NE Lincoln Road.

In 1998, a Library Capital Facilities District was formed. This District includes properties located within the city limits as well as surrounding unincorporated areas that also use and benefit from the Poulsbo Library. The voters in this Capital Facilities District approved a \$1.6 million dollar levy to expand the library. An interlocal agreement was approved between Kitsap County and the City. Kitsap County issued and is responsible for the debt. The City managed the construction project. Construction of the library expansion was completed in early 2001.

The Poulsbo Library is a 13,558 square feet building. The Library includes a finished basement that is available for public and community meetings. The basement meeting room is used by many community organizations, and it serves as a convenient meeting room for public agency use as well.

The Poulsbo Library is served well by its community. A Friends of the Library volunteer group serves to support the KRL and Poulsbo branch, and the City's volunteer Library

Board, which in consultation with KRL, serves to offer recommendations and provide input to the City Council on the library building itself.

Library Service

Kitsap Regional Library provides the library services and staffing for the Poulsbo Library, as one of nine libraries located in Kitsap County that they operate. All library cardholders are able to take advantage of the many services the KRL provides. At the Poulsbo branch classes, computer/internet access, young children story times, and book clubs are a few of the services offered. The Poulsbo Library is open 54 hours per week.

Capital Facility Needs and Funding Strategy

The failure of the 2007 library levy lid lift resulted in the reduction of \$2.1 million from its budget. In order to balance the budget, the KRL reduced its hours of operations to 44 hours per week system wide.

The City, as maintainer of the Poulsbo Library building, had identified one capital facility expenditure - replacing the carpet in the Library community meeting room (basement) - which was completed in 2008. No further capital facility improvements have been programmed into the City's 6-year CIP.

Funding for any future library capital improvements will be through the City's General Purpose Capital Improvement Fund.

12.16 Schools

The North Kitsap School District provides public education for the City of Poulsbo. The school district includes all of North Kitsap, bordered by Hood Canal to the west, and Puget Sound to the north and east.

The North Kitsap School District has a Capital Facility Plan, which identifies and directs the District's capital improvements for the six-year and twenty-year planning period. The District recently updated its CFP in early 2009.

Current Service Area and Capacity

The North Kitsap School District (NKSD) is the third largest school district in Kitsap County. It serves approximately 6,700 students within its 110 square miles. The District's twelve schools include seven elementary schools, two middle schools, two four-year high schools and one alternative high school. NKSD employs a staff of 860 employees; 425 are teachers with 67.5% of them having a master's degree or higher.

The district uses the following grade level configurations: K-5 in elementary schools; 6-8 in the districts two middle schools, and 9-12 housed in two senior high schools. CFP Table -17 lists North Kitsap Schools and their enrollment capacity:

Table CFP-17 North Kitsap School District 2008 Enrollment Capacity

School	2008
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	Enrollment Capacity
Elementary Schools (K-5)	
Breidablik	342
Gordon	335
Pearson	281
Poulsbo (located within city limits)	353
Suquamish	389
Vinland (located within city limits)	407
Wolfe	317
Junior High Schools (6-8)	
Kingston	780
Poulsbo (located within city limits)	632
Senior High Schools (9-12)	
North Kitsap (located within city limits)	1,078
Kingston	719
Spectrum Alternative Learning Center	65

Source: Draft 2009 NKSD Capital Facilities Plan

Level of Service

For capacity planning purposes, the North Kitsap School District has established a Level of Service goal of 18 students per classroom for grades kindergarten through fourth grade; 24 students per classroom for grades fifth through eighth grade; 26 students per classroom for high school classrooms; 11 students per self-contained special education class; and 30 students per physical education at the high school level.

Projected Student Enrollment

North Kitsap School District has developed a model to forecast enrollment. The model makes predictions out to 2029 using Office of Financial Management (OFM) forecasting assumptions of population and residential units to project enrollment growth. These forecasting assumptions are consistent with the population growth allocations for the Poulsbo Urban Growth Area, and other population allocations within the NK district area. The modeling assumptions are identified in the NKSD's draft 2009 Capital Facility Plan.

Based on the NKSD model, student enrollment is projected to increase by 392 students at the elementary school level, increase 40 students at the middle school level and to decrease by 351 students at the high school level between 2008 and the 2014-2015 school year. Projected student enrollment by grade span based on the District's model is provided in Table CFP-18.

Table CFP-18 Projected School Enrollment by Grade Span NKSD 2009-2014

Grade Span	2008	2009	2010	2011	2012	2013	2014	Actual Change
Elementary (K-5)	2,870	2,892	2,931	3,054	3,128	3,220	3,262	392

Middle School (6-8)	1,522	1,501	1,481	1,466	1,492	1,502	1,562	40
High School (9-12)	2,357	2,148	2,069	2,041	2,033	2,023	2,006	(351)
Total	6,749	6,581	6,480	6,561	6,652	6,745	6,831	82

Source: Draft 2009 NKSD Capital Facilities Plan

The District's 2029 enrollment projections are used when determining its long-range facility plans. A summarized projected enrollment by grade span for 2029 is provided in Table CFP-19:

Table CFP-19 Projected School Enrollment 2029

Grade Span	2029 Projected Student Enrollment
Elementary (K-5)	4,256
Middle School (6-8)	2,168
High School (9-12)	2,723
District Total (K-12)	9,137

Source: Draft 2009 NKSD Capital Facilities Plan

Projected Capital Facility Needs

The North Kitsap School District will need to meet the educational needs of the projected school enrollment through a combination of existing and new facilities.

Projected excesses or deficiencies in student enrollment capacity is derived by subtracting the projected student enrollment for each year within the forecast period from the existing 2008 facility capacity. It is projected that by the end of 2015, additional classroom capacity will be required at the elementary school level. Based on existing facility capacity and the conservative enrollment forecasts, it is projected that 832 elementary school students will be unhoused by year 2015. Unhoused is defined as students attending classes in portable classrooms or in classrooms where class size exceed the identified level of service. At the end of this same period, 150 middle school and 161 high school students will be unhoused.

NKSD has identified a set of construction projects to address the need for additional capacity:

1. Construct new elementary school classrooms, including acquisition of temporary housing to meet enrollment needs through 2015.
2. To ensure long-term capacity, sites for two new elementary schools and new middle school should be sought.
3. Based on the enrollment projections, it is likely the District will need to build two new elementary schools and a third middle school to meet anticipated student capacity requirements for the year 2029. In addition, the District will need to construct high school additions.

NKSD 6-year Capital Improvement Program

Two capital facilities improvement projects are planned for the six-year planning period: 1) Purchase/Relocate Portables. The temporary provision of facilities to house students at the elementary and middle school grade levels will require relocation of existing portables, renovation of existing portables, and the acquisition and installation of new portables through the District. The projected student population at the elementary schools in 2015 could be met by 10 double-classroom portables, and 2 double-classroom portables could be sufficient for middle school enrollment. 2) The increased enrollment will require acquire additional bus capacity.

Table CFP-20 NKSD Six-Year Capital Improvement Program

Project	2009-2015	Funding Source
Purchase/Relocate Portables 12@ \$225,000	\$2,700,000	Impact Fees, Bonds
New School Busses	\$514,250	Impact Fees, Bonds
Total		\$3,214,250

Source: Draft 2009 NKSD Capital Facility Plan

The NKSD anticipates seeking sites for new elementary schools and middle school in the near future. Preliminary land cost of approximately \$120,000 per acre in urban growth area(s) has been identified for budget planning purposes. The District's average size for an elementary school is 14 acres and 22 acres for a middle school site. While no specific sites have been identified or programmed in the 6-year CIP for purchase, site acquisition is planned to occur within the long-range planning period.

School Facilities Funding Strategy

Funding of school facilities is secured from a number of sources, the primary source as voter-approved bonds. Other sources include State matching funds and developer impact (or mitigation) fees.

General Obligation Bonds

Bonds are typically used to fund construction of new schools and other capital improvement projects. A 60% voter approval is required to pass a bond. Bonds are then retired through the collection of property taxes.

The NKSD has an assessed valuation of \$7.2 billion. The bond limit for all outstanding bonds is 5% of assessed value, or \$3.6 million. The District has a current bond capacity of \$2.9 million.

State Match Funds

State Match Funds come from the Common School Construction Fund. Bonds are sold on behalf of the fund then retired from revenues accruing predominantly from the sale of renewable resources (i.e. timber) from State school lands set aside by the Enabling Act of 1889. If these sources are insufficient to meet needs, the Legislature can appropriate funds or the State Board of Education can ration project funding on a priority basis.

School Districts may qualify for State matching funds for specific capital projects based on an eligibility system. Eligible projects are prioritized for allocation of available funding resources based on prioritized categories.

State match funds are available to help districts with the construction costs for enrollment and modernization related school construction projects, but cannot be used for site acquisition, the purchase of portables or for normal building maintenance. Often school districts must front fund a project with local funds, even if qualified for State matching funds, with the State's share of the project funding as a reimbursement payment to the District.

New Development Impact Fees/Mitigation Fees

Authority for local jurisdictions to condition new development on the mitigation of the school impacts is provided for under the State Subdivision Act Chapter 58.17 RCW; the State Environmental Policy Act (SEPA) Chapter 43.21C RCW, and the Growth Management Act, Chapter 36.70A RCW.

Subdivision Act Mitigation. RCW 58.17.110 requires that the permitting jurisdiction find that proposed plats adequately provide for schools and school grounds. The proposed development must provide land sufficient to ensure that such facilities are provided for proposed new students.

SEPA Mitigation. SEPA provides that local jurisdictions may conditional approval of a new development to mitigate specific adverse environmental impacts which are identified in SEPA environmental documents.

GMA Mitigation. The Growth Management Act has specifically identified schools as a facility in which impact fees can be assessed on new growth development projects. Enacting a school impact fee would ensure that new development pays its proportionate share of the cost of school facilities that are reasonably related to new development.