



**PLANNING COMMISSION MEETING
TUESDAY, SEPTEMBER 24, 2024 – 6:30 PM
501 DELTA AVENUE
MARYSVILLE, WA 98270**

AGENDA

The Planning Commission meeting is a hybrid meeting which you are welcome to attend in person or via Zoom. Anyone wishing to provide verbal public comment is encouraged to pre-register by contacting the Staff Contact for the agenda item outlined above the day prior to the meeting. Those providing verbal public comment will need to provide their name, address, e-mail and phone number for the public record.

Join Zoom Meeting:

<https://us06web.zoom.us/j/82807794181?pwd=YZJdf29ZbgUERxOqJO4gKMLO53gx18.1>

Meeting ID: 828 0779 4181

Passcode: 877752

Phone: 253.215.8782

CALL TO ORDER

1. ROLL CALL

2. APPROVAL OF MINUTES

2.1 September 10, 2024 Planning Commission minutes

Motion: I move to approve the September 10, 2024 Planning Commission meeting minutes.

[September 10, 2024 PC minutes](#)

3. AUDIENCE PARTICIPATION *(for topics not on the agenda)*

4. OLD BUSINESS

4.1 DRAFT Transportation Element - 2024 Comprehensive Plan Update

This item is for discussion purposes only. Action is anticipated with the overall Comprehensive Plan update at a Public Hearing in October.

[DRAFT Transportation Element](#)

5. NEW BUSINESS

5.1 2024 - 2029 School District Capital Facilities Plans for Lake Stevens and Lakewood School Districts

Suggested motion: I move to set a public hearing date for October 22, 2024 to

consider the 2024 - 2029 School District Capital Facilities Plans for the Lake Stevens and Lakewood School Districts.

[Memo with 2024 - 2029 School District Capital Facilities Plans and exhibits](#)

6. DIRECTOR'S COMMENTS

7. ADJOURNMENT

8. NEXT MEETING - October 8, 2024

CITY COUNCIL AGENDA ITEMS AND MINUTES

Special Accommodations: The City of Marysville strives to provide accessible meetings for people with disabilities. Please contact the City Clerk's office at (360) 363-8000 or 1-800-833-6384 (Voice Relay), 1-800-833-6388 (TDD Relay) two business days prior to the meeting date if any special accommodations are needed for this meeting.



Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: September 24, 2024

SUBMITTED BY: Principal Planner Angela Gemmer, Community Development

ITEM TYPE: Discussion Item

AGENDA SECTION: **APPROVAL OF MINUTES**

SUBJECT: September 10, 2024 Planning Commission minutes

SUGGESTED ACTION: Motion: I move to approve the September 10, 2024 Planning Commission meeting minutes.

SUMMARY: See attached minutes.

ATTACHMENTS:
[September 10, 2024 PC minutes](#)

**Community
Development**



**501 Delta Ave
Marysville, WA 98270**

**Planning
Commission
September 10, 2024**

CALL TO ORDER

Chair Leifer called the meeting to order noting the excused absences of Zebo Zhu and Shannon Jordan. He welcomed new commissioner, Raymond Miller.

ROLL CALL

Present:

Commissioners: Chair Steve Leifer, Commissioner Gary Kemp, Commissioner Jerry Andes, Vice Chair Brandon Whitaker, Commissioner Raymond Miller

Excused: Commissioner Zebo Zhu, Commissioner Shanon Jordan

Staff: Community Development Director Haylie Miller, Principal Planner Angela Gemmer

APPROVAL OF MINUTES

July 22, 2024 PC minutes

July 22, 2024 PC meeting minutes

Motion to approve the July 22, 2024 Planning Commission meeting minutes moved by Commissioner Andes seconded by Commissioner Kemp.

AYES: ALL

AUDIENCE PARTICIPATION

None

OLD BUSINESS

1) DRAFT Utilities Element - 2024 Comprehensive Plan Update

DRAFT Utilities Element

Principal Planner Gemmer reviewed the Draft Utilities Element and highlighted revisions since the May meeting and next steps.

Chair Leifer asked if stormwater management fits under the Utility Element. Principal Planner Gemmer explained it could fit here or the Stormwater Comprehensive Plan. She was not sure when that was up for review. She noted that most of the standards come down from Ecology.

Chair Leifer expressed concern about massive fills he has noticed around town. When the mass transit projects die out there is going to be a tremendous impact on the cost of fill as well as the local road system. It will be a challenge for Marysville to compete with cities that don't have to do the fill because of the aquifer situation. He recommended re-evaluating the separation requirements and looking at alternatives. If Marysville can do something different, they should. Ms. Gemmer discussed DOE requirements and noted they would pass on Chair Leifer's comments to Public Works. Chair Leifer also cautioned that they need to be careful of overloading the grade. He added that from an engineering perspective, with consideration of the potential liquefaction of the soil, they should not be adding the weight of the fill to the sites. He also noted that the soil is impermeable because it is clay and silt, so builders end up just putting stopes in and running runoff down into the ground. This negates the separation aspect anyway.

Commissioner Andes pointed out that if they are building up on both sides of the road, they are ending up with a roadway that is essentially a canyon. Ms. Gemmer stated they would pass along concerns.

Vice Chair Whitaker referred to water service and capacity and asked if neighboring communities are sharing the same water source as Marysville. Ms. Gemmer explained a small part of the Tribes and a small part of Arlington are also served by the City's water system. Arlington may draw some of its water from the Stillaguamish River which is also a city water source.

2) DRAFT Land Use Element - 2024 Comprehensive Plan

DRAFT Land Use Element with exhibits

Principal Planner Gemmer reviewed this item. She discussed background and pointed out changes since the last time it came to the Planning Commission. She noted that staff had responded to comments made by Master Builders, and Master Builders is satisfied with the changes.

Vice Chair Whitaker asked for more information about the artwork. Ms. Gemmer explained there is an artist who did a sign for the Pinewood Neighborhood using a beautification grant. Staff also hired the artist to do artwork for the Comprehensive Plan neighborhood section. If other neighborhoods are interested in having similar artwork for their neighborhood sign, they could apply for the beautification grant program.

Chair Leifer referred to Smokey Point and State Avenue uses and noted that industrial is already not happening there so he doesn't think certain types of retail should be restricted. Ms. Gemmer pointed out that the intent for the Light Industrial zone is for industrial uses and limited complementary, supporting retail uses. She reviewed some examples of these. Chair Leifer noted that this is some of the most highly visible property in the City of Marysville. It is a shame to restrict the uses so much when it doesn't seem like there will ever be industrial there.

3) [DRAFT Housing, Economic Development, Parks and Recreation, and Environment Elements - 2024 Comprehensive Plan Update](#)

Economic Development, Environmental, Housing, and Parks Elements

Principal Planner Gemmer reviewed this item noting that staff had been able to hire a graphic designer to improve the aesthetics of the Plan.

Vice Chair Whitaker asked about middle housing. Ms. Gemmer explained how they intend to wait until later in the process to adopt changes. The Housing and the Land Use elements note this approach. She explained that staff is considering a middle housing overlay. There was discussion about some recent interest in ADUs. Vice Chair Whitaker asked about the status of a lot near Grove Elementary. Director Miller explained it is a 12-lot PRD.

NEW BUSINESS

1) [DRAFT Public Services Element - 2024 Comprehensive Plan Update](#)

DRAFT Public Services Element

Principal Planner Gemmer reviewed the draft Public Services Element which provides an overview of public services, such as police protection, fire prevention and suppression, emergency medical services, education, library services, and human services provided to City of Marysville residents.

2) [Downtown Master Plan Flex zone permitted use and block frontage designation amendments](#)

DMP Flex and block frontage amendments

Director Miller reviewed the Downtown Master Plan (DMP) Flex zone permitted use and block frontage designation amendments. She discussed the background of the DMP

Flex zone and the intention for the area. Staff is recommending a proposed amendment to allow residential above a ground floor commercial use in the Flex zone, and to apply a pedestrian-friendly block frontage for the portion of Beach Avenue located south of Fourth Street. Staff is also recommending a height increase to 55 feet for this zone to improve flexibility and open up more options.

Chair Leifer asked about interest in the area. Director Miller indicated there has been some but not as much as they would like.

Vice Chair Whitaker asked about schools listed in residential zones. Ms. Gemmer explained that it is typical for schools in Marysville to be in residential zones.

Commissioner Kemp asked how many units the project was expected to have. Director Miller explained there is no maximum, but she thought this one was expected to have around 60 units.

Chair Leifer commented that in general with the DMP he thinks they should try to make the bar to entry as low as possible. Director Miller noted that she didn't think there would be any issues meeting minimum density requirements in the DMP. Staff will try to be as flexible with developers as possible with the exception of parking because this is already greatly reduced in the DMP.

Chair Leifer asked about the athletic complex/hotel plans. Director Miller commented that they are moving forward with the Shoreline Permit and getting the site filled. She noted that Public Works will be moving off the site soon. The sports complex site isn't funded yet. Things are on hold for now.

DIRECTOR'S COMMENTS

Director Miller had the following comments:

- She wished Commissioner Zhu and his family well with the addition of their new baby.
- She welcomed Raymond Miller to the Planning Commission.
- She noted there are a lot of projects coming up and a lot of work to do for the rest of the year and next year. She thanked everyone for their work.
- There should be an email coming out about a volunteer appreciation dinner in October.
- She responded to a question about electric car charging stations and incentives related to the energy code. There was some discussion about the significant increased costs for builders because of the energy regulations.

ADJOURNMENT

Motion to adjourn the meeting at 7:50 p.m. moved by Vice Chair Whitaker seconded by Commissioner Andes.

AYES: ALL

NEXT MEETING - September 24, 2024



Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE:	September 24, 2024
SUBMITTED BY:	Principal Planner Angela Gemmer, Community Development
ITEM TYPE:	Discussion Item
AGENDA SECTION:	OLD BUSINESS
SUBJECT:	DRAFT Transportation Element - 2024 Comprehensive Plan Update
SUGGESTED ACTION:	This item is for discussion purposes only. Action is anticipated with the overall Comprehensive Plan update at a Public Hearing in October.
SUMMARY:	The Transportation Element (TE) or Transportation Plan is a chapter in the Comprehensive Plan that addresses motorized and non-motorized (i.e. bicycle, pedestrian, etc.) transportation modes and networks. The TE evaluates existing conditions and uses 2044 population and employment projections to evaluate transportation improvements that are needed over the next 20 years to ensure that roads within the City operate at an acceptable level of service (LOS). The full-length version that is attached will be a standalone document. A shortened version of the TE is being prepared that will be part of the overall Comprehensive Plan. Transpo, and Public Works staff, will provide a presentation of the TE at the work session. The TE will be considered with the overall Comprehensive Plan update at a hearing which is expected to be held at the second meeting in October.

ATTACHMENTS:
[DRAFT Transportation Element](#)

City of Marysville

DRAFT 2024 TRANSPORTATION ELEMENT

September 2024

Prepared by:



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1.23062.00

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Chapter 1. Introduction

The City of Marysville and surrounding communities have continued to grow significantly over the past decade. This recent and forecast growth continues to add pressure to the transportation system serving these communities. In addition, the future City street network and non-motorized system must address the needs of existing and growth areas. The Transportation Element addresses streets and highways, truck routing, pedestrian needs, bicycle system needs, transit, and transportation demand management strategies to help the City meet these existing and future transportation demands.

The Transportation Element identifies improvement projects and programs, and policies to guide the development of an integrated multimodal transportation system. The Transportation Element builds off of prior planning efforts for the City and its urban growth area (UGA). The current Transportation Element has a planning horizon of 2044 to provide a long-range assessment of facility needs. The long-range evaluation will assist the City and neighboring communities to preserve needed rights-of-way and to assure that improvements can meet future needs, or be efficiently phased over time.

The Transportation Element of the Marysville Comprehensive Plan is based on and complies with the objectives and requirements of the Washington State Growth Management Act (GMA) [RCW 36.70A, 1990 and amendments]. The Transportation Element also is consistent and compatible with State, regional, Snohomish County, and adjacent local municipality transportation plans.

Transportation Element Organization

In addition to a general overview, Chapter 1 includes information about updates to major planning efforts within the City since the last plan was adopted, changes in facilities, and changes in Washington State planning requirements. Chapter 2 presents a summary of the existing transportation system facilities and issues. The Transportation Element then presents an overview of household and employment growth and needs assessment of the transportation system (Chapter 3). The core of the Transportation Element includes the various multimodal systems plans and improvement projects and programs (Chapter 4). Funding strategies are also presented, including use of fuel taxes, grants, transportation impact fees, and other City revenues (Chapter 5). Chapter 6 presents the transportation-related goals, and policies to assist the City, other agencies, developers, and the general public in implementing the transportation system.

Major Plan Updates Since Last Plan

Since the previous Transportation Element Update in 2015, several major planning efforts have occurred including:

- Adoption of the updated Downtown Master Plan (2021)
- Adoption of an Americans with Disabilities Act Self-Evaluation & Transition Plan (ADA SETP 2020)
- Community Transit's Swift Gold Line planning efforts
- Adoption of the Lakewood Neighborhood Master Plan, including modifications to the transportation network based on recent and planned development.
- Modifications to the transportation network within the Smokey Point Master Plan based on the designation of the Cascade Industrial Center, including recent and planned development.

Downtown Master Plan

The Downtown Master Plan (DMP), adopted in September 2021, looks to update the previously adopted 2009 DMP. The 2009 DMP aimed to promote rigorous development within the downtown core, providing opportunity for a teeming mixed-use area. Since its adoption in 2009, public improvements have been completed, although private development has not been as robust. The updated DMP outlines existing assets, challenges, and opportunities to increase residential capacity while also inviting private development. There is also discussion regarding land use and urban design, transportation, parks and public services, as well as water and utilities.

Americans with Disabilities Act Self-Evaluation & Transition Plan

The ADA SETP was approved in December 2020, and details the path to achieving ADA compliance. Included in the plan is identification of items throughout Marysville that are not ADA-compliant, the process for making such items ADA-compliant, as well as a schedule for implementing changes. It also describes the grievance procedure and public outreach process. The Plan also outlines the metrics for ADA-compliance for various assets in the public right of way, allowing Marysville to perform continual review of these assets.

Community Transit's Swift Gold Line

The Swift Gold Line, offered through Community Transit, is forecast to be available in the range of 2027-2029. It will connect downtown Everett, downtown Marysville, and Arlington with several other locations of interest in between. The Swift Gold Line buses are expected to be the first zero-emission buses in the Swift BRT fleet, and the first BRT service in North Snohomish County. Additionally, the proposed Gold Line corridor will be able to serve areas with high amounts of low-income, minority, and high displacement populations while connecting to the Swift Blue Line and further regional service at Everett Station.

Lakewood Neighborhood Master Plan

The Lakewood Neighborhood Master Plan notes current development within the Lakewood subarea. With continual growth expected, the Lakewood neighborhood is seeing multiple apartment complexes, townhouses, single-family homes, commercial developments, as well as corridor and arterial improvements. 172nd Street NE, SR 531, and 156th Street NE are each receiving improvements that will promote connectivity and safety for pedestrians and bicyclists.

Cascade Industrial Center

As more detailed development plans are being considered and constructed, the circulation network plans of the Cascade Industrial Center were updated since the last Transportation Plan update. The anticipated grid network spacing was enlarged to better accommodate the type of development being constructed in the area. This required the removal of some local connections as well as other planned roadways being realigned. The intent of the original Transportation Plan was preserved, which was to create a grid network to improve traffic circulation and capacity in the area with better connectivity.

Major Facility Updates Since Last Plan

Since the previous plan, multiple capital improvement projects have been completed including:

- Annual Pavement Preservation Programs
- First Street Bypass

- 2021 Transportation Benefit District (TBD) Projects
- 2019 Highway Safety Improvement Program Completion
- Cedar Avenue LID and Roadway Improvements
- State Avenue Corridor Widening

Annual Pavement Preservation Programs

These programs included improvements to pedestrian facilities to meet ADA requirements, repairing existing pavement, resurfacing streets, and restriping existing streets. These projects are typically funded by Transportation Benefit District (TBD) revenues and other outside funding sources when available.

First Street Bypass

This project aimed to increase connectivity and mitigate congestion due to the highway interchange at SR 529 and I-5. The improvements resulted in First Street being classified as an arterial, and the development of bike lanes and shared-use path on the south side of the roadway. A segment of First Street was also widened from two to five lanes.

2021 Transportation Benefit District (TBD) Projects

The Transportation Benefit District involved a 0.2 percent sales tax increase with the specific objective of using the revenue for transportation improvements. The 2021 TBD projects included three projects on State Avenue, 47th Avenue NE, and 8th Street.

2019 Highway Safety Improvement Program Completion

The projects included in the 2019 Highway Safety Improvement Program were completed in 2021. They involved multiple safety improvements at several locations and pedestrian/bicycle facility improvements.

Cedar Avenue LID and Roadway Improvements

This project constructed bioretention areas, permeable pavers, bulb-outs, traffic safety improvements, pedestrian lighting, improved landscaping and amenities, as well as replacement of a water main. Two ecology grants were utilized for project funding.

State Avenue Corridor Widening

This project involved the widening of State Avenue from three to five lanes between 100th Street NE and 104th Place NE. As part of the widening, the project included curb, gutter, sidewalk, and street lighting improvements. It also involved the construction of a short-span bridge at Quilceda Creek. Funding for the project was received in 2018, and construction was completed in 2022.

Other Projects Completed

In addition to the project discussed above, other notable projects that have been completed include:

- State Avenue ADA upgrades (3rd Street to 76th Street NE),
- Rebuild of State Avenue/80th Street NE signal
- Construct Sunnyside Boulevard/52nd Street NE signal
- 8th Street (Cedar Avenue to State Avenue)
- SR 528 HAWK signal
- 80th Street (State Avenue to 51st Avenue)
- 2nd Street LID (State Avenue to 47th Avenue)

Changes in Washington State Legislation Overview

The 1998 legislation House Bill 1487 known as the “Level of Service” Bill, amended the Growth Management Act; Priority Programming for Highways; Statewide Transportation Planning, and Regional Planning Organizations. The combined amendments to these RCWs were provided to enhance the identification of, and coordinated planning for, “transportation facilities and services of statewide significance (TFSSS)” HB 1487 recognized the importance of these transportation facilities from a state planning and programming perspective and required that local jurisdictions reflect these facilities and services within their comprehensive plan.

Over the past 12 years (2011-2023), Washington has passed several other legislative amendments and policy mandates that require a focus on multimodal transportation, as listed below.

- 2011 RCW 47.04.320-.340 established a Complete Streets grant program (funded later), which requires local jurisdictions to adopt Complete Streets ordinances to be eligible to apply for state grant funding.
- 2016 Washington legislature approved funding for the Transportation Investment Board (TIB) Complete Streets grant program.
- 2021 WSDOT adopted an Active Transportation Plan for state highways, which requires WSDOT to work with local jurisdictions to provide safe and well-connected pedestrian and bicycle network improvements along and across state highways.
- 2022 RCW 47.04.035 requires WSDOT to apply Complete Streets principles to all state highway projects with a total project cost of \$500,000 or more.
- 2023 ESSHB 1181 Requires Multimodal LOS in Comprehensive Plans and encourages multimodal transportation systems that reduce greenhouse gas emissions (GHG) and vehicle miles traveled (VMT). The bill also requires an agency to prepare an ADA Transition Plan to identify physical obstacles that limit accessibility to individuals with disabilities and identify methods to make the facilities fully accessible.
- 2023 SB 5452 Allows Transportation Impact Fee revenue to be used for pedestrian and bicycle projects as part of citywide transportation system improvements needed to accommodate growth and development.

Chapter 2. Inventory of Existing Transportation Facilities and Conditions

Travel needs within the City of Marysville are met by a range of transportation facilities and services. These facilities and services provide for travel within the City and also connect Marysville with the rest of the region. The City's existing transportation system is comprised of state highways, arterials, collectors, and local roads, as well as facilities for pedestrians, bicycles, and transit. Rail lines also traverse the City and affect other travel modes. The following summarizes key elements of the existing transportation system serving the City. The inventory provides input for identifying and prioritizing the City's transportation improvement projects and programs presented later in the Transportation Element.

Street and Highway Network

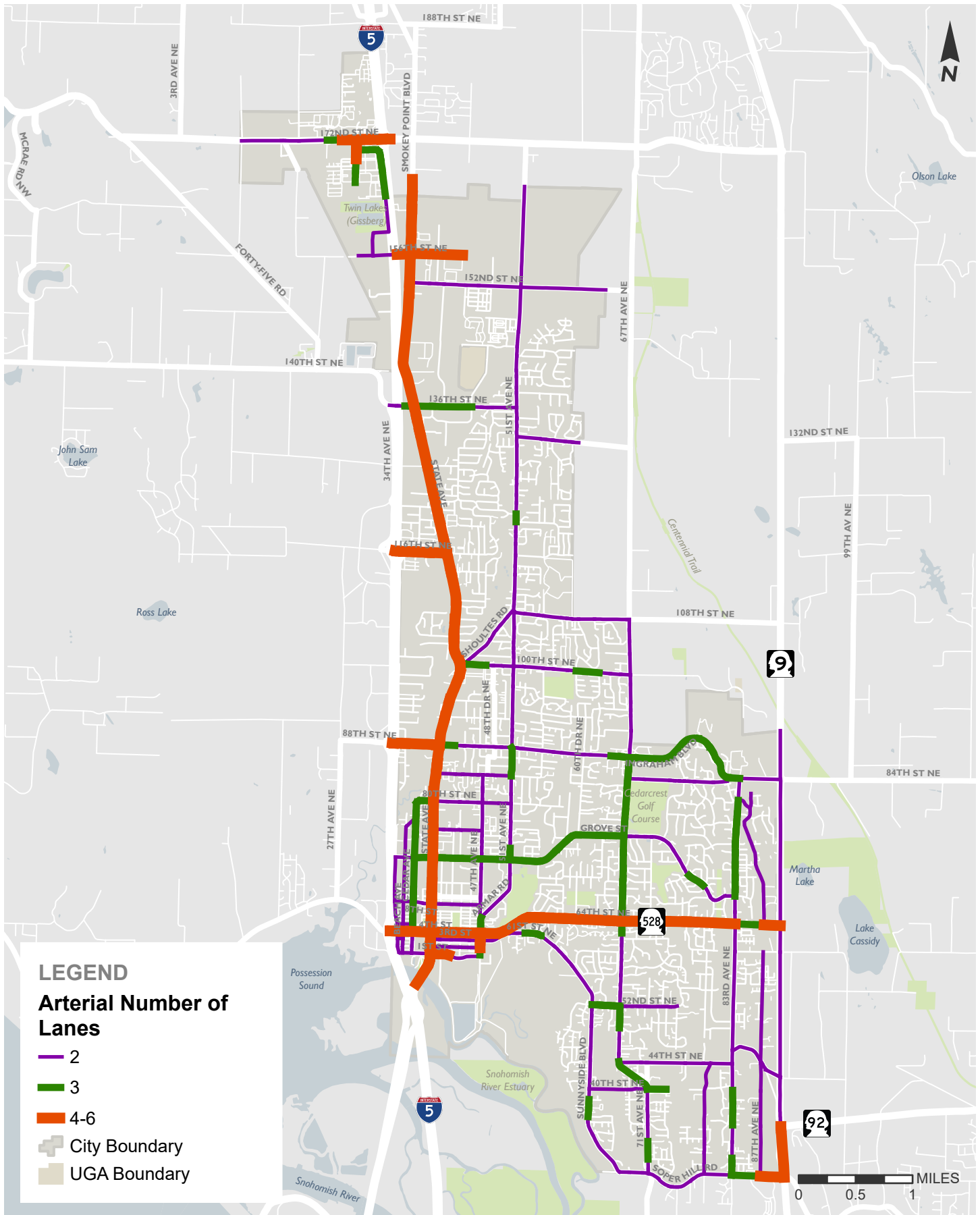
The backbone of the City's transportation system is the street and highway system. The street and highway system provides mobility and access for a range of travel modes and users. Roadways are classified by their intended function and desired service. The City's roadway functional classification is presented in Chapter 4 (Transportation System Plan) of the Transportation Element and is based on existing and future transportation needs for the City. Figure 1 shows the existing state highways and arterial system serving the City of Marysville.

State Highways

Six state highways serve travel for areas in and around the City of Marysville. The state highways that serve north-south travel flows are Interstate 5 (I-5), State Route 9 (SR 9), and State Route 529 (SR 529). East-west travel flows are served by State Route 531 (SR 531), State Route 528 (SR 528), and State Route 92 (SR 92).

Interstate 5 (I-5) is a six-lane, north-south, limited access freeway that is classified as a Highway of Statewide Significance (HSS) by the Washington State Legislature. It connects Marysville south to other major cities to the south in Snohomish and King counties, including Everett and Seattle. To the north, this facility traverses through Skagit and Whatcom counties, terminating at the Canadian border. Four interchanges along I-5 serve the Marysville community – 4th Street (SR 528), 88th Street NE, 116th Street NE, and 172nd Street NE (SR 531). Since the 2015 Transportation Element update, WSDOT replaced the diamond interchange at 116th Street NE with a single-point urban interchange (SPUI).

State Route 9 (SR 9) is another north-south state highway classified as a HSS. It is located approximately 3.5 miles east of I-5 and connects with the Cities of Arlington, Lake Stevens, Snohomish, and Woodinville. In the vicinity of the City, it generally has one lane in each direction with additional turn lanes at intersections, except the segment between Granite Falls Highway (SR 92) and Soper Hill Road, which has been expanded to provide two lanes in each direction. SR 9 continues to provide two travel lanes in each direction as it enters the City of Lake Stevens. In addition, several roundabouts have been installed along SR 9 in the vicinity of the City, at 84th Street NE, 108th Street NE, and 172nd Street NE (SR 531).



Existing Highway and Street System

Marysville Transportation Element

transpogroup

FIGURE

01

State Route 528 (SR 528) is classified as a Tier 1 Regional Significant State Highway by WSDOT and the Puget Sound Regional Council (PSRC). SR 528 is an east-west State highway that connects SR 9 to I-5 through Downtown Marysville. Within Marysville, it is an arterial roadway known as 4th Street in the Downtown area (between I-5 and 47th Avenue NE Street) and 64th Street NE between 47th Avenue NE and SR 9. This corridor provides four to five travel lanes for its full length within the City, except for a short segment from 83rd Avenue NE to 87th Avenue NE that is only three travel lanes.

State Route 529 (SR 529) is also classified as a Tier 1 Regional Significant State Highway. SR 529 is a north-south state highway connecting Marysville to the City of Everett and also to the Port of Everett. SR 529 becomes an arterial roadway (State Avenue) within the City; the state highway designation ends at 4th Street (SR 528). SR 529 generally provides two travel lanes in each direction, except for some segments south of the City near the I-5 connector ramps.

State Route 92 (SR 92) is classified as a Tier 2 Regional Significant State Highways by WSDOT in coordination with PSRC. This roadway provides an east-west highway connection between Granite Falls and SR 9, and is generally a two-lane road with turn lanes at several major intersections. Note that no portion of the roadway is within City limits, but the western end will be a major access point to the City.

State Route 531 (SR 531) or 172nd Street NE is an east-west state highway that serves the developing areas of northwest Marysville and the City of Arlington. In the developed areas near I-5, the corridor has five or more travel lanes, but the highway transitions to two or three lanes in the less developed areas. Within the City, SR 531 operates as an arterial roadway.

North-South City Arterials

In addition to I-5 and SR 9, which provide regional north-south connectivity for the City, several arterials provide a direct connection between the northern and southern ends of the City. These roadways serve as the primary connectors for travel within the City and the surrounding communities.

State Avenue/Smokey Point Boulevard is the primary north-south arterial serving Marysville. It traverses the entire City from the northern City limits near the 164th Street NE block to the southern City limits, where the roadway continues south as SR 529. This corridor is five lanes wide along its entire extent through the City. Since the 2015 Transportation Element update, the City completed roadway improvements projects to provide a four-to-five lane facility.

51st Avenue NE/Amar Road/47th Avenue NE corridor provides connectivity through the City of Marysville. This roadway travels as 51st Avenue NE between 172nd Street NE (SR 531) and 67th Street NE and as Amar Road between 67th Street NE and 47th Avenue NE, where the roadway continues south as 47th Avenue NE. The roadway generally provides one travel lane in each direction with left-turn channelization at some intersections.

Sunnyside Boulevard provides north-south access to the residential neighborhoods in southern Marysville. This roadway is the southeasterly extension of 61st Street NE and terminates at State Route 204, south of the City. Within Marysville, this roadway is generally a two-lane facility.

Cedar Avenue, 47th Avenue NE, 67th/71st Avenue NE, 83rd Avenue NE, and 87th Avenue are other north-south arterial corridors within the City and have one travel lane in each direction.

East-West City Arterials

Few east-west City arterials provide a direct connection between the western and eastern ends of the City, but rather serve as connections between major north-south arterials. Aside from the arterial state highways (SR 528 and SR 531), only the 88th Street NE/Ingraham Boulevard/84th Street NE corridor provides a direct link between I-5 and SR 9.

156th Street NE is an east-west arterial which begins west of the I-5 freeway, and terminates east of 39th Avenue NE with one travel lane in each direction. This roadway will connect with **152nd Street NE** in the future to provide a major east-west arterial connection to 67th Avenue NE.

136th Street NE is an east-west arterial traveling between 34th Avenue NE, west of the I-5 freeway, and 51st Avenue NE (a major crossing across I-5). This roadway is a two- to three-lane facility with bicycle lanes along some segments.

116th Street NE is an east-west roadway, providing a key connection between I-5 and State Avenue/Smokey Point Boulevard. Within the City, the roadway is typically a five-lane facility west of State Avenue/Smokey Point Boulevard, and a two-lane to the east.

88th Street NE/Ingraham Boulevard/84th Street NE corridor provides continuous connectivity from the I-5 interchange through the City of Marysville to SR 9. This roadway travels as 88th Street NE from east of 27th Avenue NE to 67th Avenue NE, as Ingraham Boulevard between 67th Avenue NE and 82nd Avenue NE, and as 84th Street NE between 82nd Avenue NE and SR 9. Near its interchange with the I-5 freeway, this roadway is a five-lane facility and a two- or three-lane facility along most other segments.

Grove Street is an arterial providing east-west connectivity through central Marysville, including major pedestrian and bicycle facilities. On the western end, it is located along the 72nd Street NE block and is one of the few connections across the railroad track between Cedar Avenue and State Avenue. This mostly three-lane roadway also intersects with 51st Avenue, 67th Avenue, and terminates past the 83rd Avenue NE corridor.

1st Street/ 1st Street Bypass/61st Street NE is an east-west arterial traveling between State Avenue to Sunnyside Boulevard. This roadway generally provides one travel lane in each direction, except for the segment between State Avenue and Alder Avenue, which is a five-lane facility. Substantial improvements have been made to this corridor since the 2015 Transportation Element Update. The roadway has been redesignated as an arterial and has been widened between State Avenue and Alder Avenue. Additionally, the 1st Street Bypass was completed (south of the existing 1st Street alignment between Alder Avenue and 47th Avenue NE).

108th Street NE, 100th Street NE, 84th Street NE, 80th Street NE, Grove Street, 44th Street NE, 40th Street NE, and Soper Hill Road are other east-west arterials and generally have one lane in each direction.

Roadway Traffic Volumes

The Marysville travel demand model was used to estimate current daily vehicular demands on all City arterial roadways. Vehicular demands estimated by the model were calibrated and validated using recently collected traffic counts collected at key locations throughout the City. Figure 2 presents the average daily traffic volumes (ADT) volumes from the model along the City's key arterials and collectors.

As shown in Figure 2, the highest ADT volumes within the City occur along WSDOT facilities, including SR 9, 4th Street (SR 528), and 172nd Street NE (SR 531). ADT volumes along

these roadways range between 12,000 and 37,000. Of the City's roadways, the Smokey Point Boulevard/State Avenue corridor has the highest existing daily volumes between 17,000 and 22,000 daily trips. Most other minor arterial roadways within the City have daily traffic volumes between 6,000 and 10,000 while collector roadways have ADT volumes of approximately 5,000 vehicles.

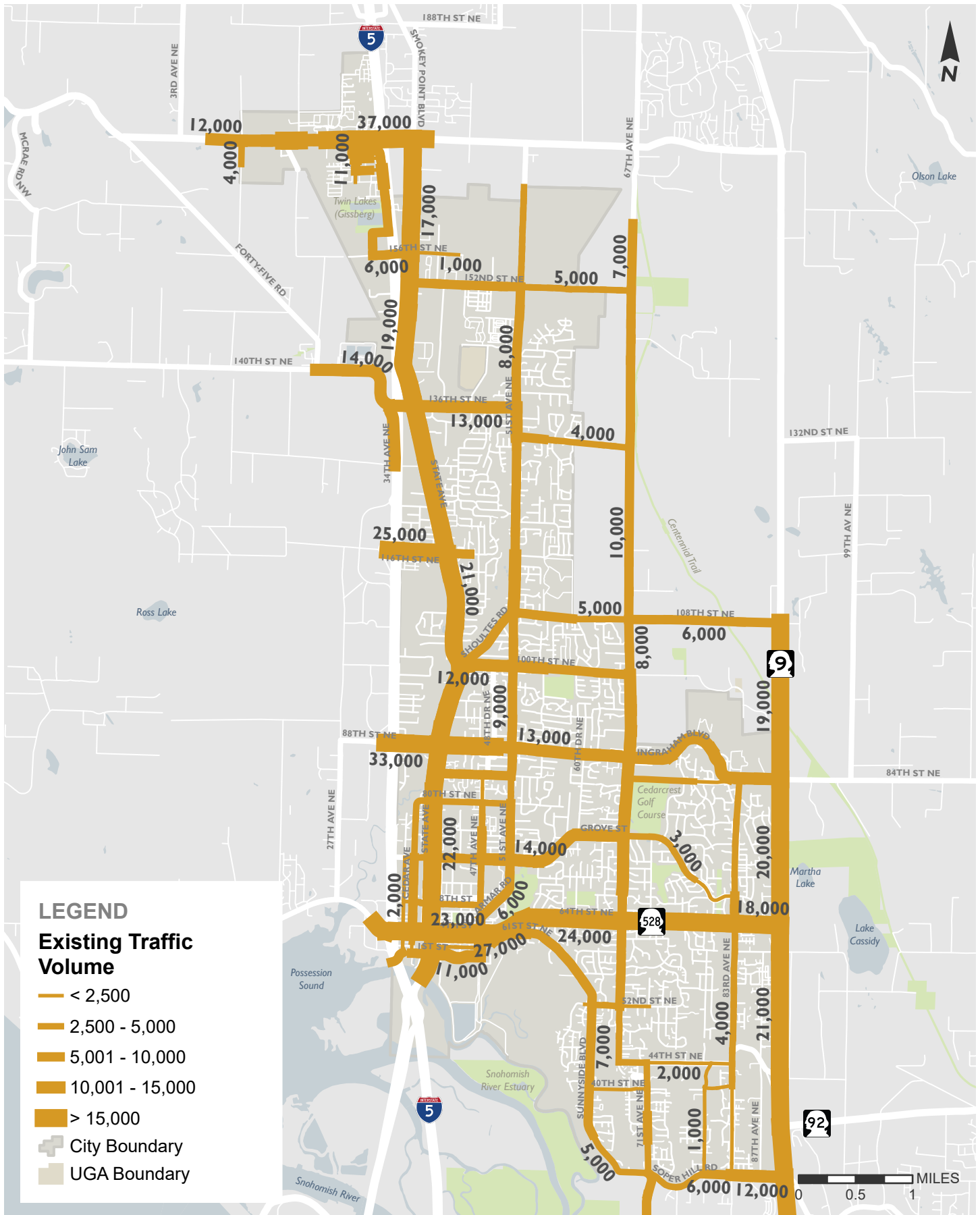
Table 1 compares PM peak hour volumes for key corridors within the City between 2014 and 2023. As shown, the roadways which have exhibited the largest growth since the previous Transportation Element update are primarily located in the eastern and southern portions of the City (e.g., 88th Street NE/Ingraham Boulevard/84th Street NE, 51st Avenue NE/47th Avenue NE, SR 9). These roadways serve the areas of the City which have experienced the most development in recent years and are accommodating additional vehicular demand. In addition, volumes along SR 528 have decreased through the City, which can be attributed to the completion of the 1st Street Bypass project, which diverts traffic around the Downtown area.

Table 1. Weekday PM Peak Hour Volumes by Corridor

Corridor	Location	2014 Volume ¹	2023 Volume ²	Volume Change	Annual Growth
172nd St NE (SR 531)	w/o 27th Ave NE	1,405	1,470	65	1%
	e/o 27th Ave NE	2,665	2,980	315	1%
	e/o I-5 NB Ramps	3,415	3,185	-230	-1%
88th St NE / Ingraham Blvd / 84th St NE	e/o I-5 NB Ramps	2,115	2,190	75	0%
	e/o 51st Ave NE	820	960	140	2%
	w/o 67th Ave NE	795	970	175	2%
	w/o SR 9	670	870	200	3%
4th St / 64th St NE (SR 528)	e/o I-5 NB Ramps	2,550	2,285	-265	-1%
	e/o State Ave	1,660	1,500	-160	-1%
	w/o 67th Ave NE	1,795	1,750	-45	0%
	w/o SR 9	1,280	1,190	-90	-1%
State Ave / Smokey Point Blvd	n/o 116th St NE	1,565	1,750	185	1%
	n/o 88th St NE	1,870	1,785	-85	-1%
	n/o 4th St (SR 528)	1,440	1,415	-25	0%
	s/o 1st St	1,555	1,770	215	2%
51st Ave NE / 47th Ave NE	n/o 88th St NE	800	920	440	10%
	s/o 64th St NE (SR 528)	890	880	60	1%
67th Ave NE	n/o 88th St NE	1,185	1,190	230	3%
	s/o 64th St NE (SR 528)	925	900	40	1%
SR 9	s/o 84th St	1,505	1,750	550	5%
	n/o Soper Hill Rd	2,590	2,780	830	5%

Source: Transpo Group, 2023

1. Volume is sum of both directions during the weekday PM peak hour, based on nearby 2014 intersection counts conducted for the 2015 Transportation Element.
2. Volume is sum of both directions during the weekday PM peak hour, based on nearby 2023 intersection counts.



Existing Daily Traffic Volumes

Marysville Transportation Element

transpogroup

FIGURE

02

22

Roadway Traffic Operations

Traffic operations analyses provide a quantitative method for evaluating how the transportation system is functioning. It is applied to existing and forecast conditions to assist in identifying issues and potential improvement options.

Vehicle Level of Service

Levels of service (LOS) are typically evaluated based on methodologies documented in the *Highway Capacity Manual* (HCM), Transportation Research Board, 6th Edition. The HCM is a nationally recognized and locally accepted method of measuring traffic operations. Criteria range from LOS A, indicating free-flow conditions with minimal vehicular delays, to LOS F, indicating extreme congestion and significant delays. LOS at intersections is measured in terms of the average vehicular delay.

As part of its Comprehensive Plan, the City of Marysville has adopted level of service (LOS) standards to evaluate how intersections under its jurisdiction operate. Other agencies also have established LOS standards which may affect the transportation system needs in the Marysville area. The following summarizes the existing level of service standards for these agencies.

City of Marysville LOS Standards. Current LOS standards for the City of Marysville are discussed in detail in Chapter 4. For the purposes of this existing conditions evaluation, the City's LOS standard is LOS E for non-local street intersections along SR 529, State Avenue, Smokey Point Boulevard, 4th Street, and 64th Street NE (SR 528). The remaining major intersections have a standard of LOS D.

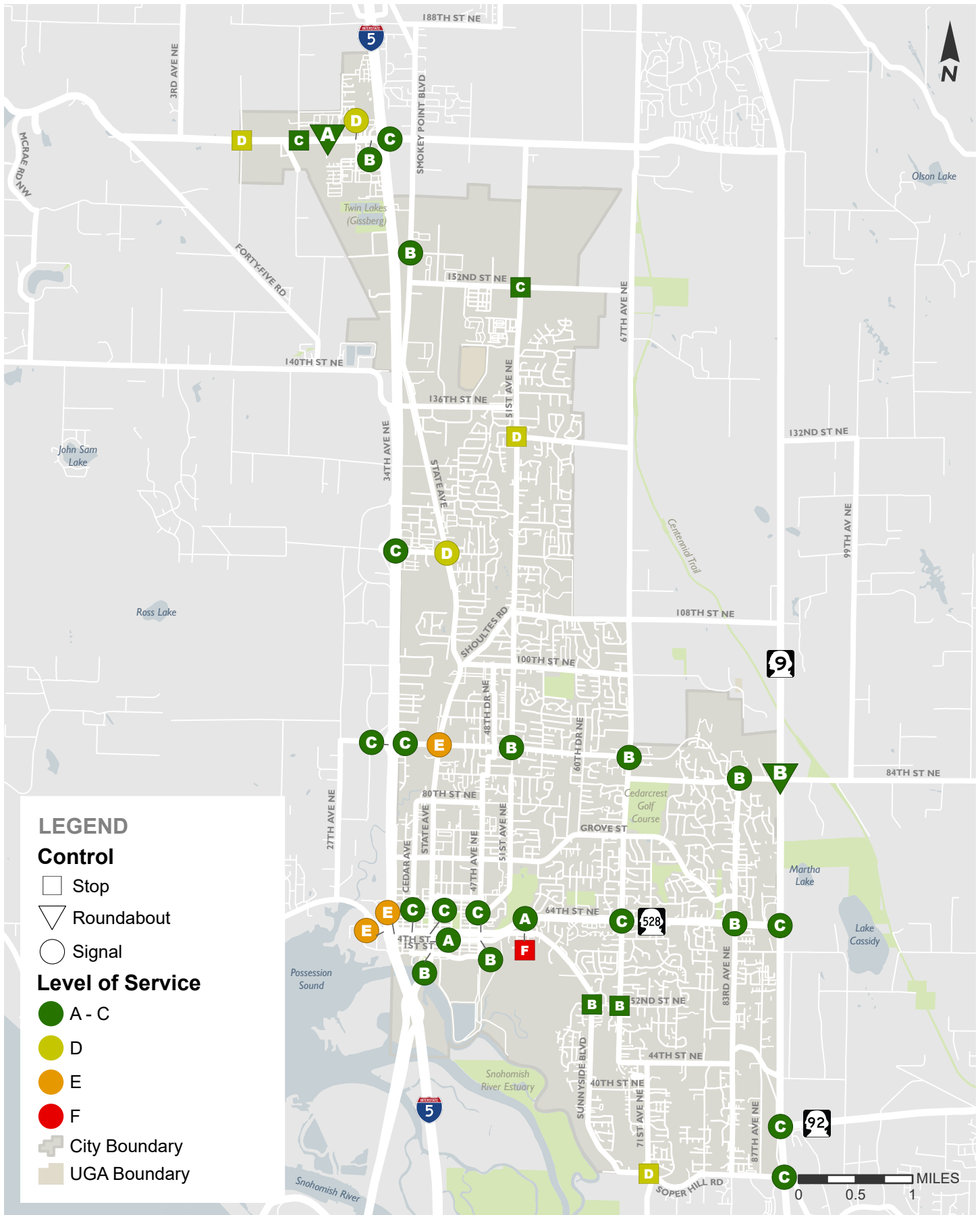
State Highway LOS Standards. As discussed above, the City of Marysville is served by six state highways. Two of the highways, I-5 and SR 9, are classified as Highways of Statewide Significance (HSS) and have an LOS D standard. The other four are classified as Highways of Regional Significance (HRS).

LOS standards for state highways of regional significance are adopted by the Puget Sound Regional Council (PSRC) in coordination with WSDOT. The LOS standard for Tier 1 highways (SR 528 and SR 529) is LOS E-“Mitigated” meaning that mitigation must be provided during the PM peak hour if the level of service falls below LOS E. The standard for Tier 2 highways (SR 531 and SR 92) is LOS D. There are no Tier 3 state highways in the Marysville study area. PSRC notes that state law is silent on whether agencies include or exempt HRS facilities from local concurrency requirements.

Snohomish County LOS Standards. Unlike neighboring jurisdictions, Snohomish County LOS standards are defined based on arterial operations and not intersection LOS. The LOS along key arterials is measured by calculating corridor travel speeds. LOS standards for key arterials are defined by Snohomish County based on area type and arterial classification. In rural areas LOS standards range from LOS C to LOS E depending on the roadway type. In urban areas LOS E is considered acceptable.

Intersection Traffic Operations

Intersection LOS at the key intersections were evaluated based on methodologies presented in HCM 6th Edition and HCM 2000. As shown in Figure 3, the majority of study intersections operate within the established LOS standards. The intersection of 53rd Avenue NE/61st Street NE currently operates at LOS F, which does not meet the City of Marysville LOS standards.



Existing Intersection LOS - PM Peak

Marysville Transportation Element

transpogroup

FIGURE
03

Roadway Traffic Safety

The traffic safety analysis was conducted at intersections within the City of Marysville. Historical collision data along all major City roadways were provided by WSDOT for the five-year period from 2018 to 2022. During this period, a total of 3,740 collisions occurred along roadways within the City. Analysis and statistics were summarized by collisions related to intersections, fatalities, and pedestrians or bicycles.

Figure 4 summarizes the collision data within the City by collision type. As shown, the most prevalent types of collision include rear-end (27.8%), angle (22.8%), and approach turn (12.3%) collisions. Incidents involving pedestrians and bicyclists constitute 3.26% of the total crash occurrences, whereas head-on collisions represent approximately 0.5% of the overall number of collisions. Typically, a main cause for a rear-end collision is traffic congestion (vehicles following too closely). Approach turn and angle collisions relate to conflicts within the intersection itself. These can be influenced by a variety of factors including aggressive driving (congestion related), failure to yield, poor sight distances, or intersection geometrics.

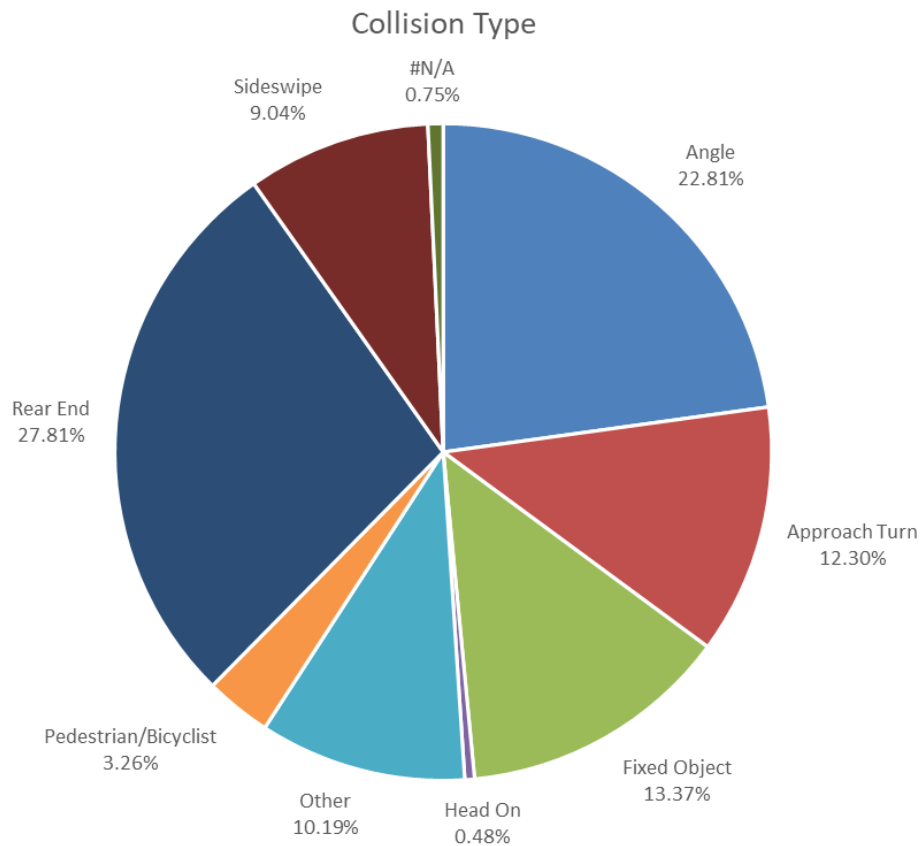


Figure 4. Collisions by Type

Figure 5 summarizes the Citywide collision data by severity. As shown, 73.0% of all crashes result in property damage only, while 26.8% are categorized as injury-related incidents. Additionally, the percentage of crashes resulting in fatalities is approximately 0.2%.

During the five-year study period (2018-2022), eight collisions led to fatalities within the study area. Of these collisions, four occurred along 4th Street (SR 528), while the other four occurred at locations throughout the City. Specifically, three fatal collisions took place at the I-5 NB Ramps/4th Street intersection. It should be noted that plans are underway to replace these I-5 Ramp intersections with roundabouts in the future. Among these fatal collisions, four involved a pedestrian and/or bicyclists, while the remaining cases pertained to drivers.

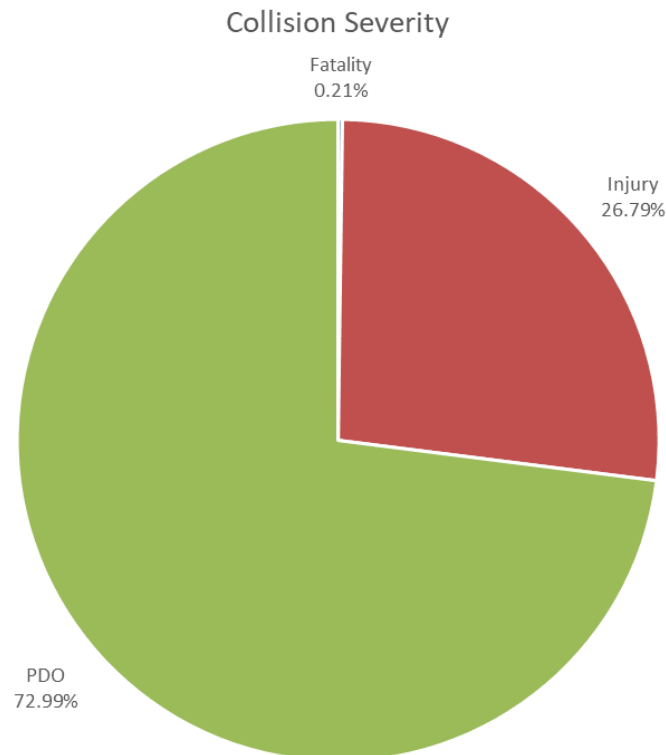
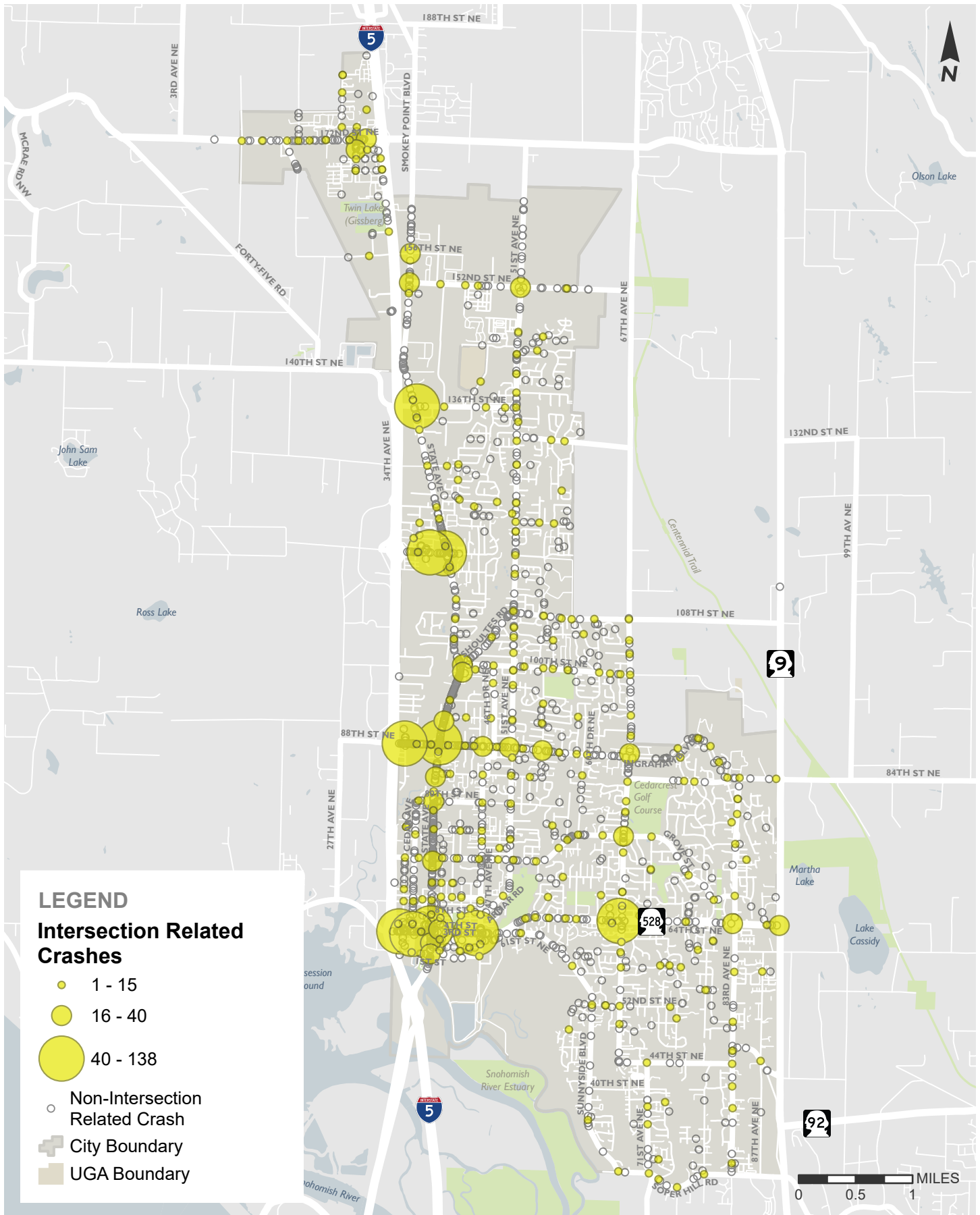


Figure 5. Collisions by Severity

Figure 6 presents the locations of the collisions that occurred within the City between 2018 and 2022. As shown, high-collision corridors tended to be those corridors with high traffic volumes (State Avenue/Smokey Point Boulevard, 4th Street/64th Street NE (SR 528), 88th Street NE/Ingraham Boulevard/84th Street NE). Figure 7 shows only those collisions with fatal and serious injury collisions. As noted above, most fatal and serious injury collisions also occurred along these corridors.



Collision History (2018 - 2022)

Marysville Transportation Element

transpogroup

FIGURE
06



Marysville Transportation Element

07

Intersection Safety Analysis

Table 2 summarizes the collision history at intersections within the City of Marysville that had a high collision rate. Typically, any intersection with a collision rate greater than one collision per million entering vehicles (MEV) should be monitored to determine if improvements could be made to improve safety. This table also summarizes the number of pedestrian- and/or bicycle-involved collisions between 2018 and 2022 at the intersections with high collision rates.

Table 2. Collision Summary at Select Intersections

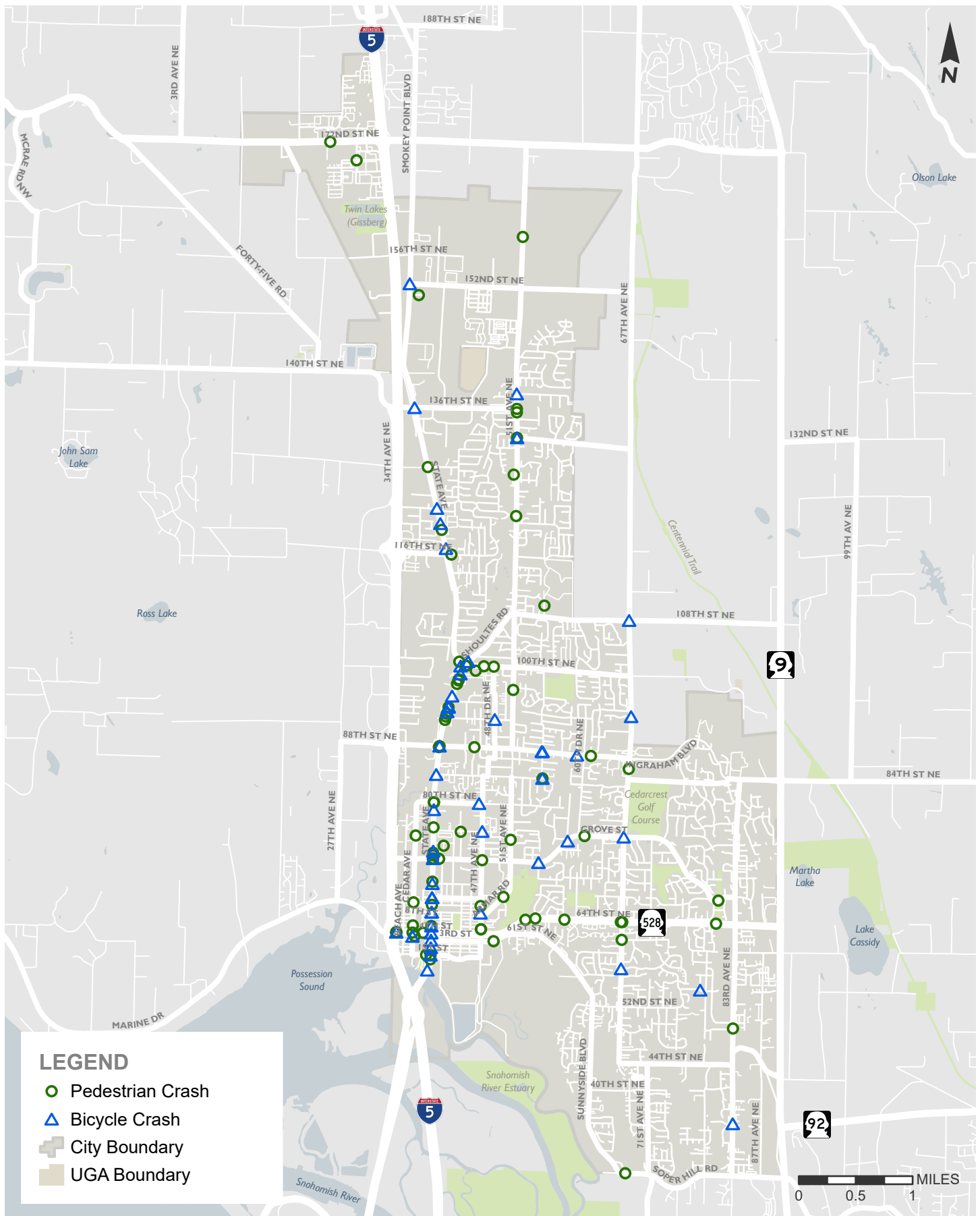
Intersection	Average Collisions Per Year	Daily Total Entering Vehicles	Collisions Per MEV	Most Frequent Collision Type	Pedestrian/Bicycle Collisions
<u>State Highway Intersections</u>					
I-5 Ramps/116th St NE	17.0	31,060	1.50	Rear-End	2
I-5 NB Ramps/88th St NE	11.6	26,350	1.21	Rear-End	2
SR 9/84th St NE	13.0	28,860	1.23	Angle	0
I-5 NB Ramps/4th St	23.8	27,380	2.38	Rear-End	5
SR 9/SR 528	11.8	25,190	1.28	Rear-End	0
<u>Marysville Intersections</u>					
51st Ave NE/152nd St NE	4.0	10,740	1.02	Angle	0
67th Ave NE/132nd St NE	3.8	10,220	1.02	Angle	0
State Ave/116th St NE	12.6	28,400	1.22	Rear-End	0
51st Ave NE/108th St NE	7.0	15,230	1.26	Fixed-Object	0
State Ave/88th St NE	20.4	33,070	1.69	Rear-End	3
Cedar Ave/4th St	10.8	24,340	1.22	Rear-End	1
State Ave/4th St	18.4	27,890	1.81	Approach-Turn	1
47th Ave NE/4th St	10.0	26,000	1.05	Approach-Turn	0
67th Ave NE/SR 528	12.4	25,810	1.32	Rear-End	2
67th Ave NE/52nd St NE	3.0	8,060	1.02	Angle	0

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Pedestrian/Bicycle Safety

Improving roadway safety for pedestrians and bicyclists is essential to reducing traffic-related injuries and fatalities. Based on 2023 WSDOT collision data, over 20 percent of fatal and serious injury collisions within the state of Washington involved pedestrians and/or bicyclists. As these roadway users have fewer protections from impacts during collisions, pedestrians and bicycles are often the party injured or killed when involved in collisions. Therefore, identifying and evaluating the pedestrian and bicycle collisions is key to ensuring the transportation network is safe for all users.

Figure 8 presents the locations of pedestrian and bicycle collisions over the five-year analysis period. Between 2018 and 2022 there were 79 collisions involving pedestrians and 49 collisions involving bicyclists in Marysville (including one collision which included a pedestrian and a bicyclist). The largest concentration (34) of these types of collisions occurred along the State Avenue corridor. A total of 13 bicycle related collisions and 21 pedestrian related collisions occurred in this corridor between 2018 and 2022.



Pedestrian and Bicycle Collisions (2018 - 2022)

Marysville Transportation Element

transpogroup

FIGURE
08

Freight System

Freight movement in the study area involves both trucks and rail transportation. The City works to provide adequate routes and facilities for movement of goods by truck. Rail tracks also traverse the City. The railroad track impacts other transportation modes in the City.

Truck Routes

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads, and city streets according to the average annual gross truck tonnage they carry as directed by RCW 47.05.021. The FGTS establishes funding eligibility for the Freight Mobility Strategic Investment Board (FMSIB) grants and supports designations of HSS (Highways of Statewide Significance) corridors, pavement upgrades, traffic congestion management, and other state investment decisions.

FGTS classifies roadways using five freight tonnage classifications, T-1 through T-5. Routes classified as T-1 or T-2 are considered strategic freight corridors and are given priority for receiving FMSIB funding. The only T-1 corridor within the Marysville planning area is I-5. There are several T-2 corridors in the planning area including: SR 9 (south of SR 92); SR 92; 84th Street NE (east of SR 9); SR 531 (between I-5 and 67th Avenue NE); SR 529 from Everett to I-5, State Avenue/Smokey Point Boulevard (between SR 531 and 80th Street NE); 116th Street NE (between 34th Avenue NE and State Avenue); 88th Street NE (between I-5 and State Avenue); and Marine Drive (between 27th Avenue NE and I-5). The T-3 and T-4 classified roadways largely align with the City's arterial and collector street network. These classifications are based on existing truck activity.

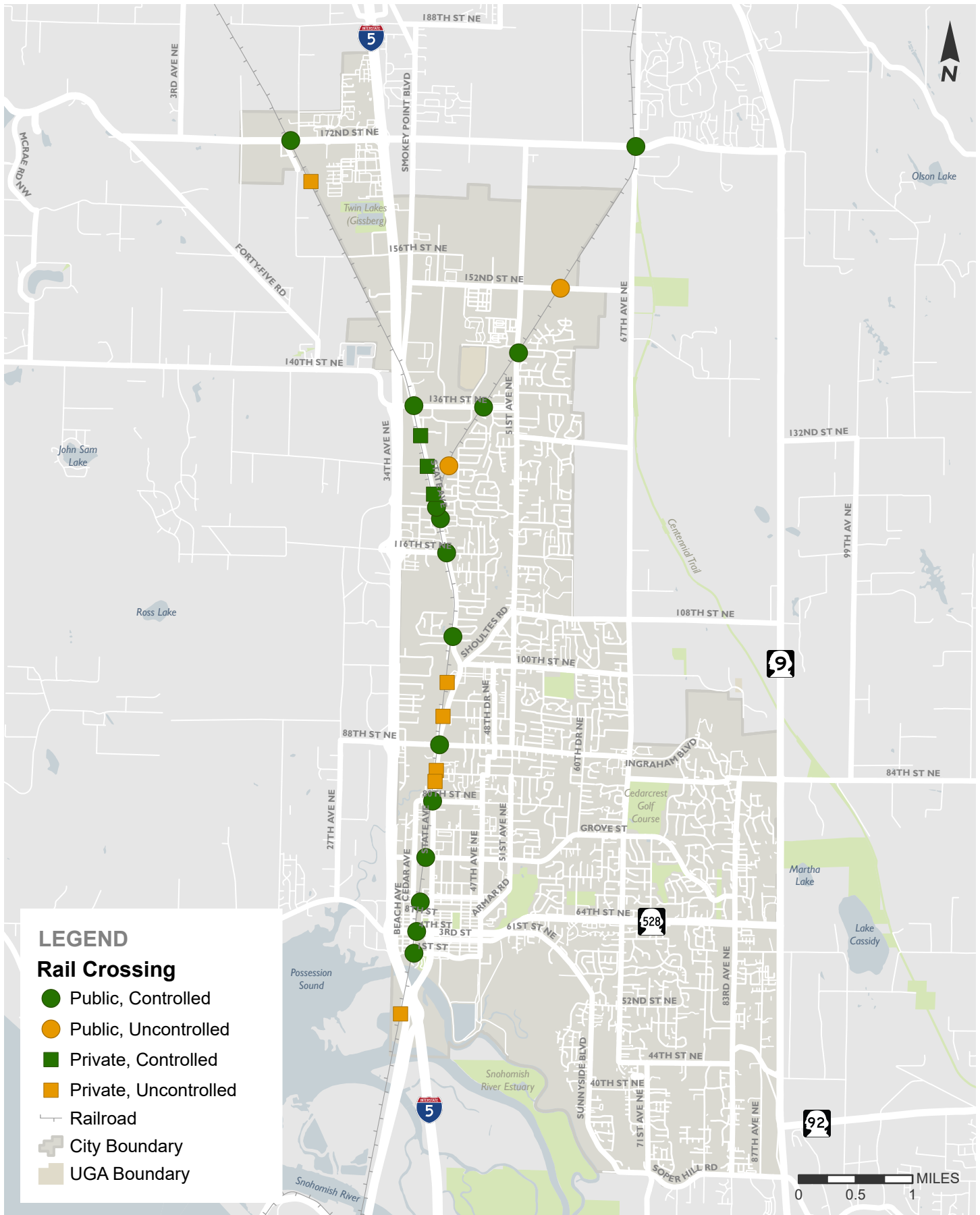
The City has adopted a defined system of truck routes as described in Marysville Municipal Code Chapter 11.62 and is shown in Figure 9. Due to physical constraints, State Avenue between 4th Street (SR 528) and 80th Street NE is not part of the designated truck route, with the Cedar Avenue/80th Street NE corridor serving as the bypass truck route. Turns at the intersection of State Avenue/4th Street to/from the north leg as well as northbound right-turn movements are not permitted.

Rail Crossings

Burlington Northern Santa Fe (BNSF) Railways operates the main rail line through the City of Marysville and a spur that branches off from the main line and ends in Arlington. The BNSF mainline generally parallels State Avenue and Smokey Point Boulevard south of 140th Street NE. The spur to Arlington branches off from the BNSF mainline approximately one quarter mile north of 116th Street NE in Marysville.

The BNSF main line contains 11 public and 9 private crossings in the City while the remaining 6 crossings are on the BNSF spur to Arlington. Figure 10 illustrates the location of the rail crossings within the City and provides information on whether the crossing is public or private and whether the crossing is signalized or simply signed.





Existing Railroad Crossings

Marysville Transportation Element

transpogroup

FIGURE

10

33

The Washington State Rail Plan 2019-2040 reports that approximately 20 trains use the BNSF mainline every day with AMTRAK operating an average of four passenger trains through Marysville each day.

The rail crossings have been the location of four collisions between 2018 and 2023 with one collision resulting in injuries and one collision resulting in a fatality. Incident reports compiled by Federal Railroad Administration show that the collisions at the public at-grade crossings were a result of motorists ignoring the gates and flashing beacons or stopping on the railroad tracks.

Rail crossings also impact pedestrian and bicycle travel in the City and surrounding area. Some of the rail crossings of streets are at oblique angles which can result in safety problems for bicyclists. In addition, pedestrians and bicyclists can feel unsafe and be exposed to collisions, especially at uncontrolled crossings.

Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities play a vital role in the City's transportation system. The non-motorized transportation system is comprised of facilities that allow residents to meet their mobility needs and recreation desires on foot or bicycle. A well-developed system provides healthy travel options, encourages recreational activities, reduces vehicle demand on City roadways, and enhances the safety of the public. Pedestrian and bicycle facilities also provide access to and from transit stops and ensure that those people with mobility limitations can easily and safely access goods and services.

A well-used non-motorized transportation system will connect traffic generators, such as major employers, Downtown business, schools, residential areas, parks, and transit stops through a system of pedestrian and bicycle facilities. Existing pedestrian facilities are shown in Figure 11, and bicycle facilities are shown in Figure 12.

Most recently completed pedestrian and bicycle improvement projects have been constructed as part of roadway expansion projects. However, there are also major non-motorized projects completed as standalone improvements such as: sidewalk improvements to 80th Street NE (47th Avenue NE to 51st Avenue NE); and the Centennial Trail Connector (between 84th Street NE and SR 9).

Pedestrian Facilities

As shown in Figure 11, the majority of the existing sidewalks and pathways for pedestrians are located in the Downtown area of the City and in the neighborhoods of Getchell Hill, Jennings Park and East Sunnyside. Sidewalks or shoulder that can be used for walkways also are located along some arterials and local streets in other parts of the City. Some of the shoulders are areas in which the shoulder of the roadway has been striped for pedestrian travel and parking is not allowed.

The vast majority of new sidewalks constructed over the last decade were part of larger roadway expansion projects or were constructed by developers as new subdivisions or commercial projects were built. Although not complete, a large number of new sidewalks have been constructed along Smokey Point Boulevard and in the southeastern part of the City.

However, a variety of gaps exist in the pedestrian system. These gaps reduce connectivity of the pedestrian system and pose safety issues particularly for vulnerable populations like seniors, children and people with limited mobility. The City's Engineering Design and

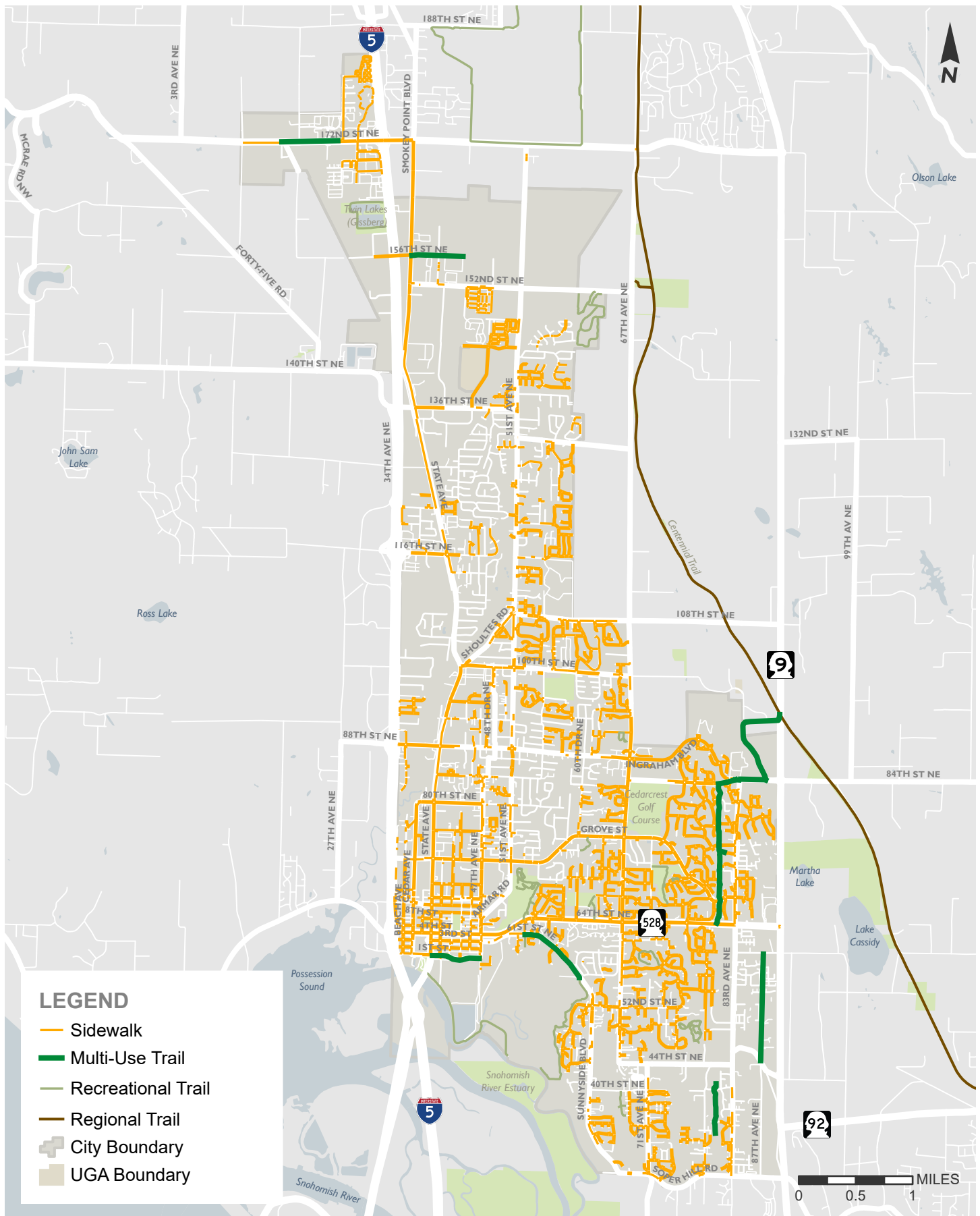
Development Standards provide guidance on when pedestrian facilities should be provided as well as guidance on basic dimensions.

The City also is served by several multi-use trails and recreational trails. Multi-use trails are meant to provide important connections for utilitarian transportation needs. Recreational trails are meant to primarily serve recreational purposes. The Centennial Trail is a regional north-south trail located east of Marysville City limits and runs roughly between and beyond the City of Arlington to the north and the City of Lake Stevens to the south. Additionally, the Bayview/Whiskey Ridge Trail runs along the PSE utility corridor roughly parallel to 83rd Avenue NE between SR 528 and 84th Street NE. The Centennial Trail Connector, which was completed in 2021, connects these two off-street trails. Parts of the Ebey Waterfront Trail are used frequently due to the proximity to residential areas and downtown. Trails through parks and subdivisions are also distributed throughout the City. Other trails or pathways have or are being developed as part of the City's parks and open space plans.

Bicycle Facilities

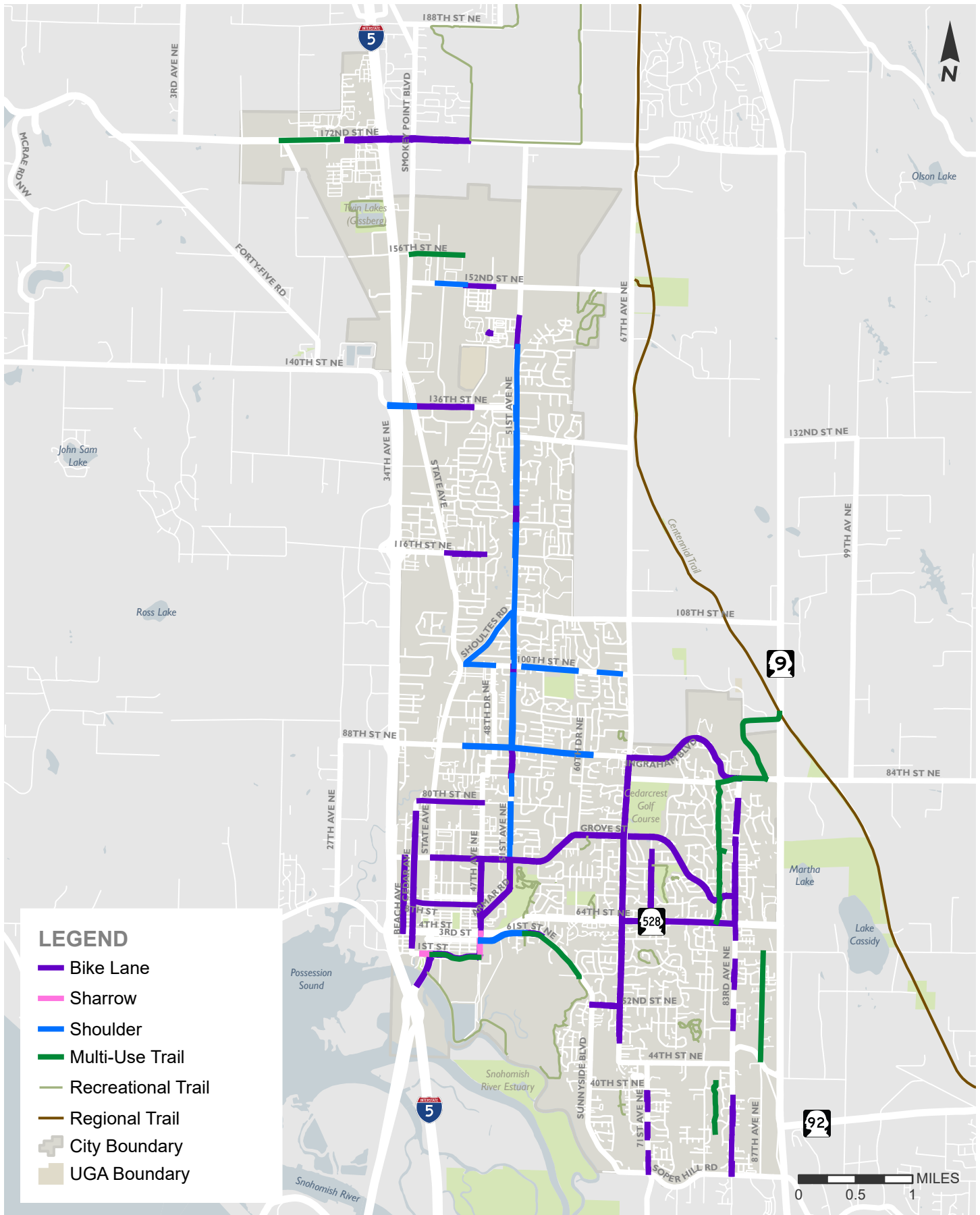
There are a number of existing bike lanes within Marysville and the surrounding communities as shown in Figure 12. Existing bicycle facilities are concentrated along a few select corridors. Beach Avenue, Cedar Avenue and Grove Street have bike lanes along a majority of their length. Bike lanes are also found along some segments of 47th Avenue NE, 51st Avenue NE, 67th Avenue NE, Ingraham Boulevard, 64th Street NE, 71st Avenue NE, and 83rd Avenue NE although significant gaps still exist.

As mentioned above, the Centennial Trail Connector provides a connection between the City's bicycle network and regional multi-use trails. Other recent bicycle facility improvements include sharrows along some roadways in the Downtown area (47th Avenue NE, Cedar Avenue, and 1st Street) and an off-street shared-use path along the 1st Street Bypass.



Existing Pedestrian Facilities

Marysville Transportation Element



Existing Bicycle Facilities

Marysville Transportation Element

transpogroup

FIGURE
12

Transit and Transportation Demand Management

Transit is another important component of the City's transportation system. Community Transit provides both fixed-route local and commuter bus service as well as paratransit services. A significant amount of information provided in the section was provided by Community Transit.

Local transit service is focused on core arterial routes like State Avenue and Smokey Point Boulevard with connections to park & ride lots. Other roads like 4th Street, 88th Street NE, 51st Avenue NE, 83rd Avenue NE, and 172nd Street NE are also served by local transit service although at lower frequencies. Commuter service is concentrated along I-5 serving park & rides.

Park and Ride Lots

As shown on Figure 13, the City currently is served by four park & ride lots, most of which are located near I-5. Table 3 summarizes the vehicular and bicycle parking supply for each of the four park & ride lots as well as park & pool lots, which are intended to serve as meeting places for carpools and vanpools.

Table 3. Marysville Park & Ride Lot Summary (2024)

Facility	Location	Vehicular Stalls	Bicycle Spaces
Park & Ride Lots			
Cedar & Grove P&R	Near Cedar Ave / Grove St	222	18
Ash Avenue P&R	Near 6th St / Ash Ave	202	8
Marysville I South P&R	Near 2nd St / Ash Ave	74	0
Marysville II 116th & I-5 P&R	Near 116th St NE / I-5 SB Ramps	48	0
Park & Pool Lots			
Marysville United Methodist Church	5600 64th St NE	25	0
Calvary Chapel	1224 Cedar Ave	20	0

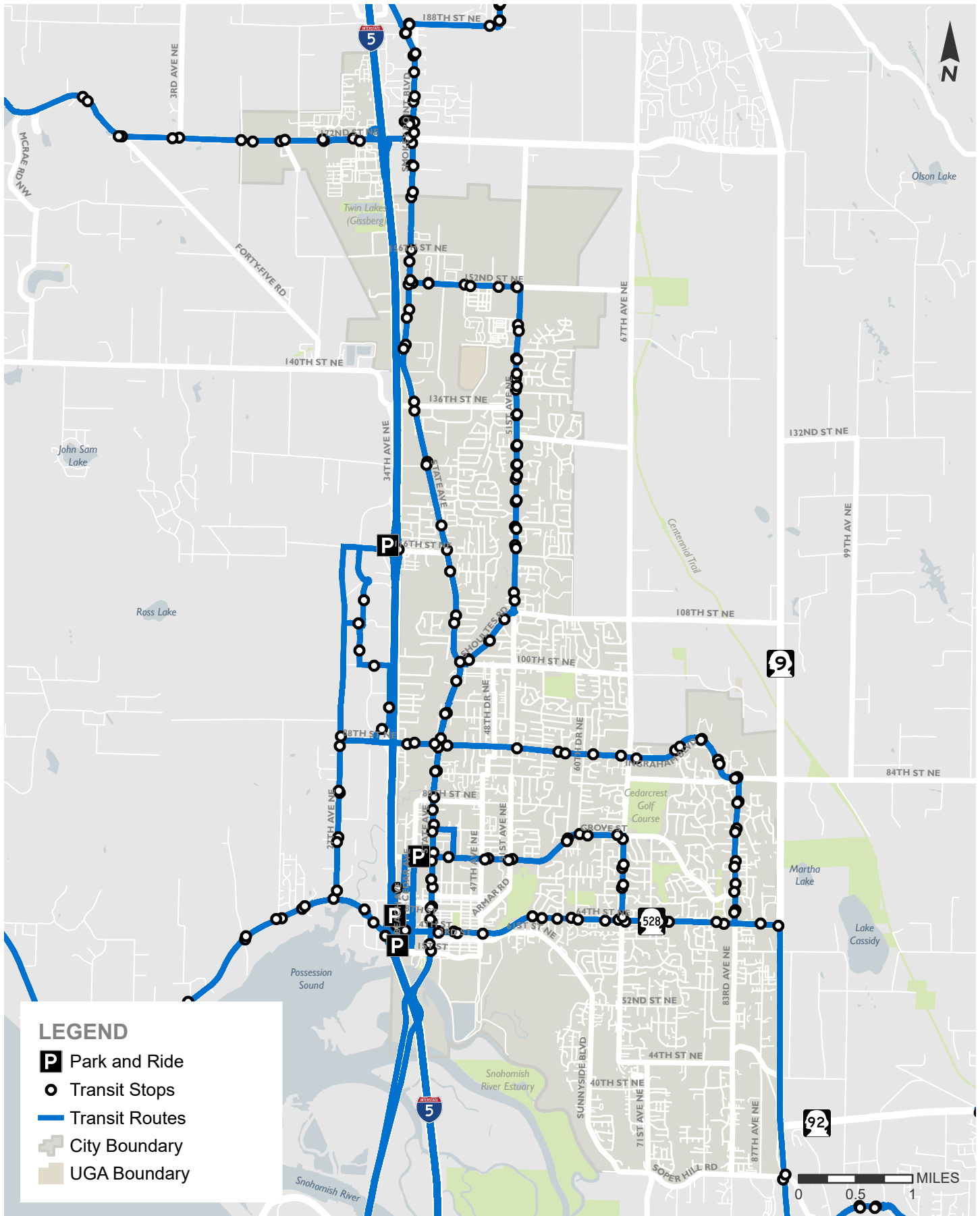
Source: Community Transit 2024-2029 Transit Development Plan

Fixed Route Service

Transit service is a vital component of a balanced transportation system. Community Transit, which operates transit service throughout Snohomish County, operates ten bus routes in and through the City of Marysville including five local routes and five commuter routes to Mukilteo, Downtown Seattle, and Northgate Station LRT. In Fall 2024, routes to Seattle will be redirected to the Lynnwood Light Rail station.

Local routes serve travel needs within Snohomish County, with service usually available six days per week. Commuter routes provide express service for Snohomish County residents to employment and higher-education destinations on weekdays. Two routes provide service to employment destinations near Paine Field and two provide service to Downtown Seattle.

Table 4 summarizes 2024 service characteristics of each route. Figure 13 shows the 2023 fixed routes and bus stops throughout the City along with the existing park and ride facilities.



Existing Transit Facilities

Marysville Transportation Element

Table 4. Transit Service Routes (2024)

Route Number	Route Description			Weekday Headways or # of Buses	Weekend Headways or # of Buses
	From	To	Via		
<u>Local Service</u>					
201	Arlington	Lynnwood	Smokey Point Blvd State Ave Broadway	~40 min	~1 hr
202	Arlington)	Lynnwood	51st Ave NE State Ave Broadway	~40 min	~1 hr
209	Arlington	Lake Stevens	I-5 SR 528 (4th St NE) SR 9	~1 hr	~1 hr
222	Tulalip	Marysville	88th St NE 27th Ave NE Marine Dr NE	~1 hr	~50 min
240	Stanwood	Arlington	Marine Dr Lakewood Rd	~1 hr	~1 hr
<u>Commuter Service</u>					
227	Arlington	Mukilteo	SR 530 I-5 SR 526	AM – 2 SB Buses PM – 2 NB Buses	No Service
247	Stanwood	Mukilteo	SR 532 I-5 SR 526	AM – 2 SB Buses PM – 2 NB Buses	No Service
421	Marysville	Downtown Seattle	I-5	AM – 6 SB Buses PM – 6 NB Buses	No Service
422	Stanwood	Downtown Seattle	SR 532 I-5	AM – 2 SB Buses PM – 2 NB Buses	No Service
821	Marysville	Northgate (Seattle)	I-5	AM – 6 SB Buses PM – 6 NB Buses	No Service

Source: Community Transit Route Schedules (accessed June 2024)

Note: In Fall 2024, routes to Seattle will be redirected to the Lynnwood Light Rail Station.

DART Paratransit Service

Dial-A-Ride Transportation (DART) provides services to individuals who have disabilities and/or the elderly who are unable to access fixed-route services. The Americans with Disabilities Act (ADA) requires that Community Transit offer comparable curb-to-curb paratransit service within 0.75 mile of all local fixed-routes during hours of fixed-route operation.

Community Transit currently provides DART paratransit service to approximately 6,850 registered disabled patrons within Snohomish County, with over 120,000 annual boardings. Community Transit's paratransit service requirements are tied to the local service network. Dart service is operated under contract with Senior Services of Snohomish County.

Vanpool Program and Rideshare Services

Community Transit's vanpool program is one of the largest in the nation. The fleet consists of 333 vehicles that include 7-, 12-, and 15-passenger vans, including mobility device lift-

equipped vans for persons with disabilities. Vanpools serve commuter groups with an origin or destination in Snohomish County. In 2023, vanpools provided 5 percent of all Community Transit passenger trips, or approximately 0.38 million rides.

Community Transit also offers ride-matching services throughout the region to those interested in carpooling and vanpooling. Commuters are matched by where they live, their destination, and their work schedule. When someone applies for a ride match, a list of others looking to share the ride are sent to the individual. In addition, the person's name will be added to the regional database of more than 25,000 commuters who want to share the ride.

Commute Trip Reduction (CTR) Plan

The City adopted a Commuter Trip Reduction (CTR) Plan in 1997, and then updated the plan in 2015 (Ord. 3047) to comply with State requirements. The CTR program aims to reduce drive alone vehicle trips for major employers which are defined as companies with 100 or more employees who arrive between 6 a.m. and 9 a.m. The 2015 update maintains the goal of reducing drive alone trips and vehicle-miles-traveled by 10 percent for CTR affected sites. The CTR plan also requires: designation of a transportation coordinator; distribution of information about alternatives to SOV commuting; and annual progress reports.

Chapter 3. Forecasts and Alternatives Evaluation

In addition to addressing existing needs, the City must develop its transportation system to accommodate forecast growth. The GMA requires that the transportation planning horizon be at least ten years in the future. For the 2024 update, the City selected future year 2044 as the long-range planning horizon for the update to the Transportation Element.

The City's travel forecasting model was updated to support the City's transportation planning efforts. The travel demand model provides a tool for forecasting long-range traffic volumes based on the projected growth in housing and employment. The model is also useful in evaluating transportation system alternatives.

Land Use Forecasts

Travel forecasts are largely derived based on changes in households and employment within the study area. In addition, the travel forecasts must incorporate growth in the volume of traffic entering and exiting the greater Marysville area. The Citywide land use targets for 2044 were based on PSRC land use assumptions for 2044, which is consistent with patterns of growth assumed in PSRC's VISION 2050.

The following summarizes the overall projected growth in residential dwelling units and employment that were used in forecasting the 2044 travel demands.

Residential Growth

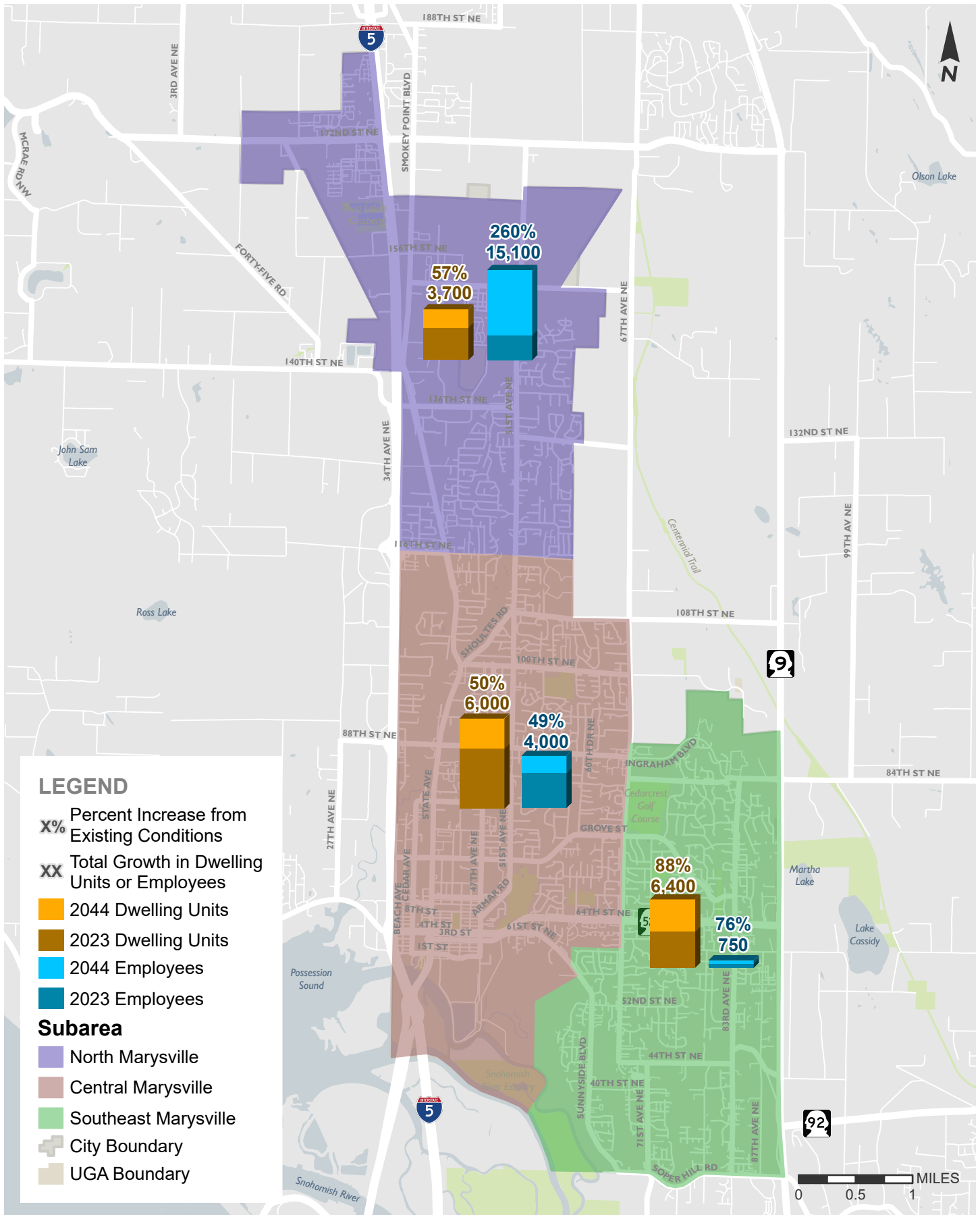
Figure 14 shows the projected housing growth in Marysville. Overall, the number of dwelling units in the City is projected to grow by about 16,100, or an increase of about 63 percent over 2023. This is equivalent to a 2.3 percent annual growth rate.

As shown in Figure 14, housing in the southeast parts of Marysville is projected to grow the fastest, accommodating nearly 40 percent of the growth in housing. These areas are projected to add about 6,400 dwelling units by 2044. The East Sunnyside-Whiskey Ridge subarea is within this area. The central area of Marysville is expected to add about 6,000 units or 37 percent of City growth. The northern areas of the City is expected to add about 3,700 new units (23 percent of new City growth).

Employment Growth

Figure 14 shows the projected employment growth in Marysville. Overall, the number of employees in the City is projected to grow by about 19,800, or an increase of about 133 percent over 2023. This is equivalent to a 4.1 percent annual growth rate.

As shown in Figure 14, employment in the northern parts of Marysville is projected to grow the fastest, accommodating nearly 76 percent of commercial growth. These areas are projected to add about 15,100 employees units by 2044. The Cascade Industrial Center subarea is within this area and accounts for the large growth. The central area of Marysville is expected to add about 4,000 employees or 20 percent of City growth. The southeast areas of the City is expected to add about 750 new employees (4 percent of new City growth).



Forecast Housing and Employment Growth

Marysville Transportation Element

transpogroup

FIGURE

14

2044 Baseline and Alternatives Evaluation

The updated travel forecasting model was used to convert the 2023 and forecast (2044) land use data into travel demands. The 2023 data were used to calibrate and validate the model. The 2044 model was used to forecast traffic volumes and travel patterns.

The 2044 forecast model was initially set up assuming currently committed and planned transportation improvement projects would be constructed by 2044. This scenario provides a baseline for identifying potential alternative transportation improvement needs. The results of the alternatives evaluation were used to establish a framework for the Transportation Systems Plan.

2044 Baseline Evaluation

The 2044 baseline model was developed based on capacity improvement projects identified in prior plans and project lists prepared by WSDOT, Snohomish County, the City of Marysville, the other adjacent cities, and the Tulalip Tribe. Some of these improvements are funded or are expected to be funded in the next few years. Other improvements were considered long-term commitments based on plans and, therefore, were assumed complete by 2044 for the baseline analyses. The following projects in and around the City were assumed in the 2044 baseline scenario:

- Interchange Projects
 - I-5 and 4th Street (SR 528)
 - I-5 and 88th Street
 - I-5 and 156th Street
- Intersection Projects
 - 172nd Street NE/11th Avenue NE
 - 172nd Street NE/19th Avenue NE
 - 160th Street NE/51st Avenue NE
 - 156th Street NE/47th Avenue NE
 - 152nd Street NE/51st Avenue NE
 - 152nd Street NE/67th Avenue NE
 - State Avenue/84th Street NE
 - Sunnyside Boulevard/52nd Street NE
- Major Widening
 - 172nd Street NE (19th Avenue NE to 27th Avenue NE)
 - 156th Street NE Extension (Smokey Point Boulevard to 51st Avenue NE)
 - 87th Avenue (35th Street NE to 40th Street NE)
- Reconstruction/Minor Widening
 - 172nd Street NE (11th Avenue NE to 19th Avenue NE)
 - 51st Ave NE (160th Street NE to north City Limits)
 - 152nd St NE (Smokey Point Boulevard to 51st Avenue NE)
 - 84th Street NE (83rd Avenue NE to SR 9)

- 40th Street NE (Sunnyside Boulevard to 83rd Avenue NE)
 - 83rd Avenue NE (84th Street NE to Soper Hill Road)
- New Roadways
 - New roadways serving as access roads to new development
- Other Agencies
 - SR 531 (43rd Avenue NE to SR 9)
 - The baseline travel demand model also included major projects assumed in Arlington, Lake Stevens, and Snohomish County. Note SR 9 was not assumed widened north of SR 92 in the baseline scenario.

With the anticipated 2044 land use growth and baseline improvement projects, the Marysville Travel Demand Model was run to forecast 2044 traffic volumes on area roadways. Consistent with the existing traffic operations analysis, intersection level of service analysis was performed at study intersections. Figure 15 shows the resulting 2044 Baseline traffic operations. Based on this analysis all intersections operate within acceptable LOS standards except for the following locations:

- 132nd Street NE/51st Avenue NE
- 116th Street NE/State Avenue
- 88th Street NE/State Avenue
- Sunnyside Boulevard/Soper Hill Road/71st Avenue
- SR 9/84th Street NE
- SR 9/SR 92

Need Evaluation and Project Identification

While the 2044 Baseline analysis showed some corridors or intersections over capacity, in some cases the solution may not be to expand capacity on that specific corridor. Providing additional capacity along parallel routes also may reduce the travel demands on the problematic corridors.

The following discussion provides context for why some projects were identified for different areas of the City. With the anticipated Transportation System Plan improvement projects (see Chapter 4), all roadways are expected to meet LOS standards.

Lakewood Area

This area has been a focus area of the City over the past 20 years. The 172nd Street NE corridor has been the primary access roadway for much of the growth that has occurred. The City has been proactively building alternate access points to the south with a connection to the 156th Street NE overpass at I-5, and plans for a future interchange as well. There are plans for new north-south and east-west circulation roadways to spread out the overall traffic and provide alternative travel routes. This includes City and Snohomish County plans to extend 156th Street NE to the Forty-Five Road with a BNSF railroad overcrossing. These are all needed to address the growth in residential and commercial land use in this small area.

Cascade Industrial Center Area

This has been a major focus area of the City in partnership with the City of Arlington. The area is starting to see major commercial developments being built and generating traffic. The new 156th Street NE Interchange with I-5 is intended to be a major access point for this area. As such, the 156th Street NE corridor would be built and expanded to help funnel new regional traffic to I-5. Internal circulation roadways would also be needed to spread out traffic loads and reduce congestion on major intersections in the area. In addition, north-south

routes that connect these new jobs to Marysville residents to the south will need improvements.



Marysville Transportation Element

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88th Street Corridor

This corridor is a major east-west arterial for the City of Marysville and for Snohomish County to the east. The interchange with I-5 is scheduled to be upgraded in coordination with the Tulalip Tribe and WSDOT. The intersection with 88th Street NE and State Avenue is problematic due to high traffic demands in an area that is constrained by Quilceda Creek, a major BNSF railroad line, and two separately owned cemeteries. The City has been working to find creative solutions to maximize capacity within this limited space. Between State Avenue and 51st Avenue NE this corridor has over a mile of residential frontages with driveway access, which—coupled with the cemeteries—make adding new vehicle lanes very difficult.

Downtown Area

The downtown area has already seen new improvements with the Marysville Civic Center and the 1st Street Bypass. The planned interchange improvements at SR 529/I-5 and 4th Street/I-5 will improve vehicle access to this area of Marysville. The City envisions more commercial and residential redevelopment activity in the downtown area, increasing the need for a balance of vehicle, bike, and walk infrastructure that promotes overall safety and mobility in the area.

Sunnyside Boulevard Corridor

This corridor provides one of the few connections between downtown Marysville (along with I-5 interchanges) and the southeast section of the City. Given the lack of alternative feasible routes, it is anticipated that this corridor will need to be widened to two lanes in each direction to accommodate traffic demands. However, south of 52nd Street NE, traffic levels along this corridor are forecast to be low enough to remain one lane each direction. The full corridor throughout the City would need upgrades to meet City urban standards that will also provide sidewalks and/or trail facilities.

Southeast City/Whiskey Ridge Area

The entire southeast area of the City is experiencing rapid growth, and a series of roadway and trail connections are proposed to address connectivity and circulation within the area. The 83rd Avenue NE and 87th Avenue corridors would be upgraded to urban standards. A new east-west corridor at 40th Street NE will provide a major street connection between Sunnyside Boulevard and SR 9, including a new west leg at the SR 9/SR 92 intersection. Additional major trail facilities are anticipated as well in this area to accommodate active transportation modes.

Non-Motorized System Evaluation

Bicycle, pedestrian, and trail facilities play a vital role in the City's transportation environment. The Marysville non-motorized transportation system is comprised of facilities that promote mobility without the aid of motorized vehicles. A well-established system encourages healthy recreational activities, reduces vehicle demand on roadways, and enhances safety within the community.

As described further in the Plan (Chapter 4) the pedestrian and bicycle LOS standards are based on the presence of facilities along designated routes (primary or secondary classifications). Non-motorized corridors identified as primary or secondary routes are not indicative of an implementation strategy, but rather they are used to make a distinction between routes that are more citywide or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary). The primary and secondary networks are designated in the transportation system plans in Chapter 4.

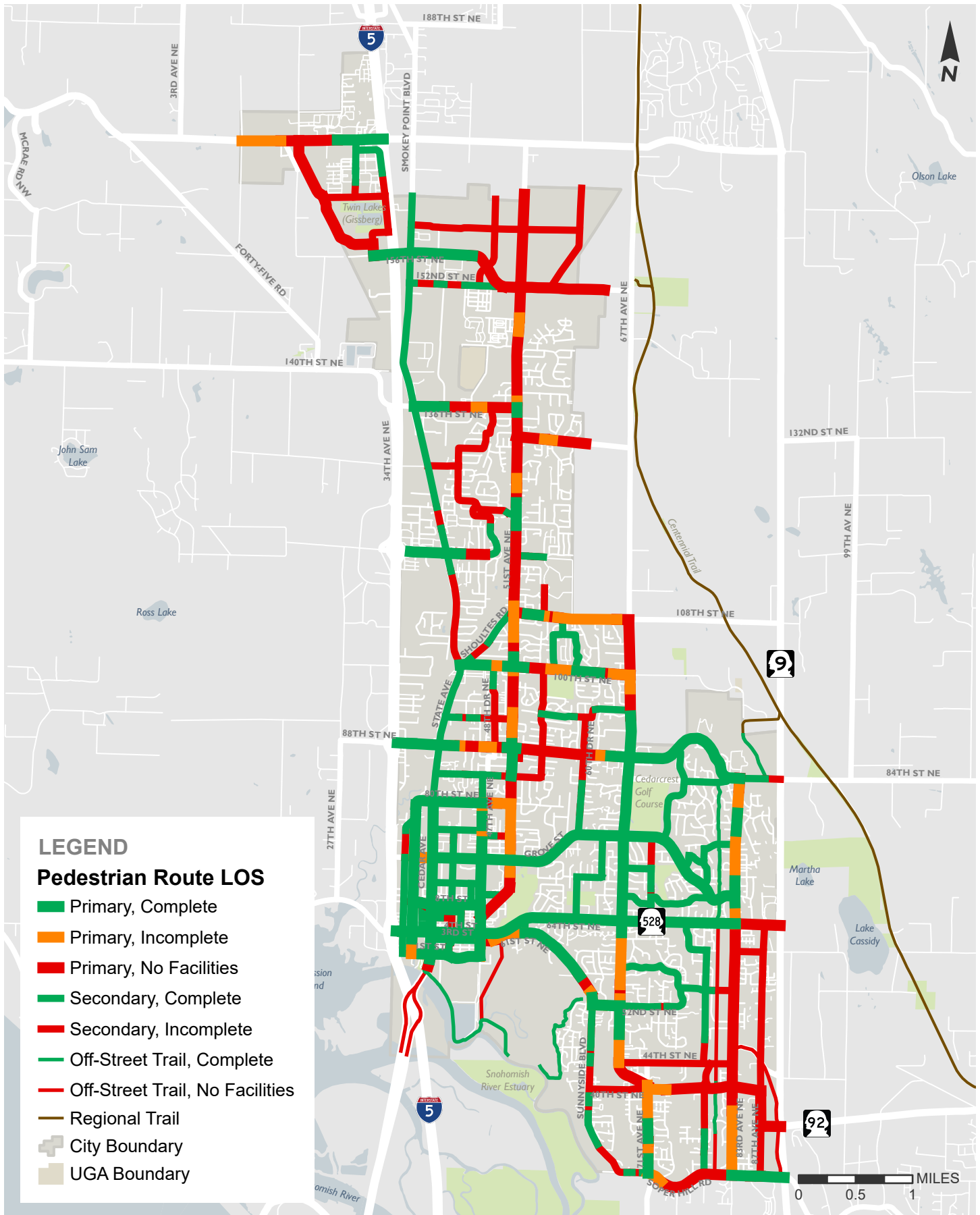
Based on the system plan networks and LOS criteria, pedestrian and bicycle networks were evaluated and summarized on Figure 16 and Figure 17, respectively. Segments shown in green indicate LOS P2 for pedestrian networks and LOS B2 for bicycle networks, and represent that anticipated facilities are fully present. Segments shown in orange indicate LOS P1 and B1 and represent that adequate facilities are present. Segments shown in red indicate LOS NF and represent that few or no facilities are present.

Pedestrian System Evaluation

As shown in Figure 16, the pedestrian system meets LOS standards in large sections of the City in the downtown area as well as areas to the east of downtown. In the north and southeast, new growth areas are shown as not currently meeting LOS standards but that is partly due to roadways being unbuilt at this time. As development occurs, these roadways will also be built and improve pedestrian LOS. The 51st Avenue NE corridor has been identified as a major spine of the City's overall pedestrian system, and key gaps remain in this corridor. The long-term project list identifies projects to improve the pedestrian network LOS and ensure the City's standard of green or orange LOS is met.

Bicycle System Evaluation

As shown in Figure 17, the bicycle system is beginning to take shape but still has major gaps in the primary and secondary roadways. Similar to the pedestrian system, many of the gaps are on roadways yet to be constructed. The long-term project list would implement the green or orange LOS for the bicycle network.



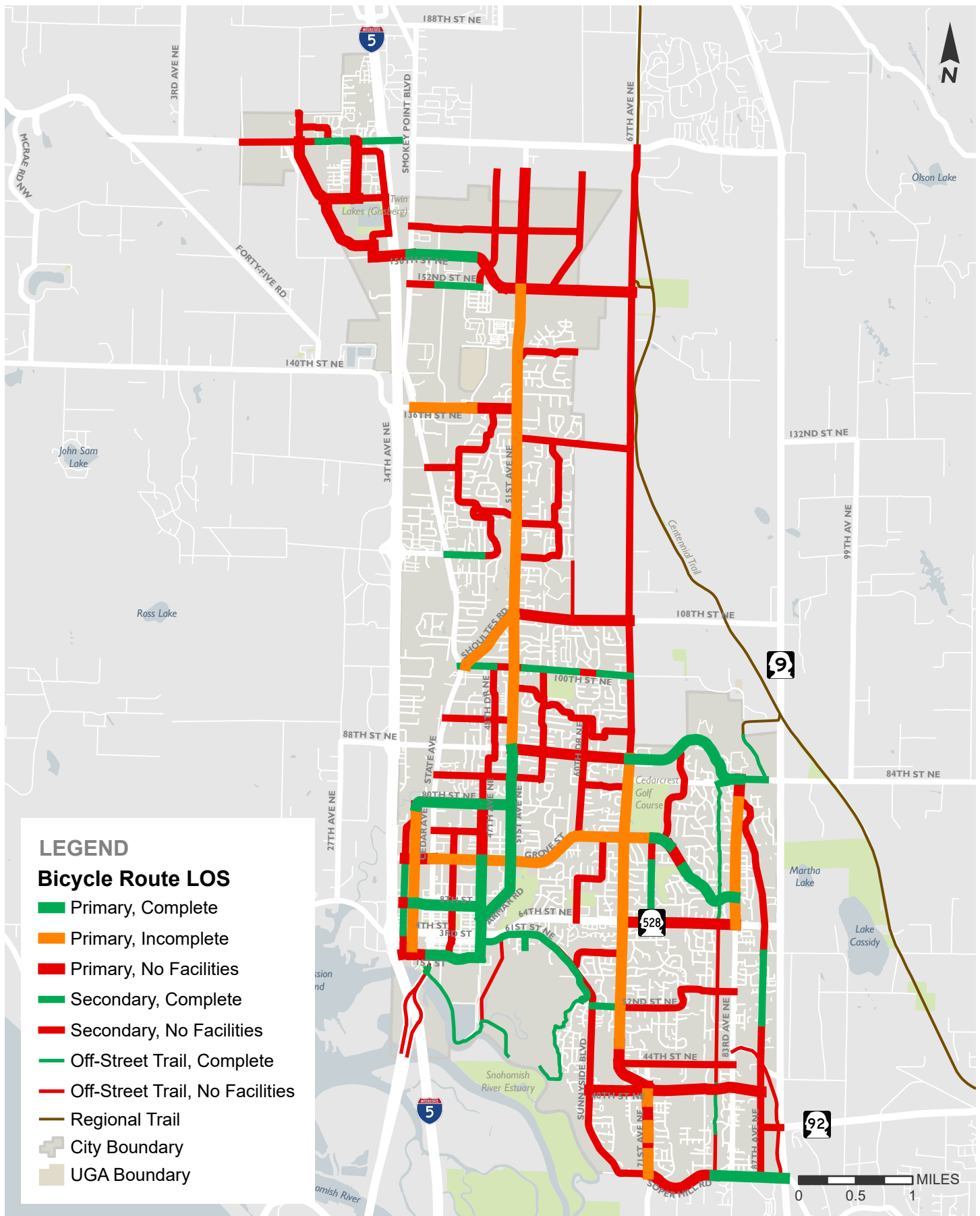
Future Pedestrian LOS

Marysville Transportation Element

transpogroup 

FIGURE

16



Future Bicycle LOS

Marysville Transportation Element

transpogroup 

FIGURE

17

51

Technology Considerations

Advances in technology impact the short and long-term use of the transportation system and its users. The following sections describe technologies emerging or being considered in Marysville and the region.

Transportation System Management and Operations (TSMO)

Transportation System Management and Operations (TSMO) is an integrated approach to optimize the performance of existing infrastructure by implementing multimodal, intermodal, and often cross-jurisdictional systems, services, and projects. TSMO seeks to operate the existing transportation system as safely and efficiently as possible, often maintaining or even regaining previous capacity levels and improving safety performance levels. In practice, TSMO is applied on a corridor or in a region as a series of operational strategies. Corridor strategies instead of just intersection improvements.

Electric Vehicles

As the use of electric vehicles (EVs) continues to grow within transportation systems, it becomes essential to establish an accessible EV charging infrastructure. There are two vehicle charging stations located at the city-owned parking lot serving the Civic Campus in downtown Marysville. Otherwise, there are no other City-provided charging infrastructure in the right-of-way or on City-owned properties (e.g., public parking lots).

E-Bikes

E-bikes are electricity-assisted bicycles. Availability, diversity of types of e-bikes, and use of e-bikes has been increasing in recent years removing barriers and expanding transportation options for road users. Increased use of e-bikes will likely result in the need for increased bike facilities and infrastructure.

Chapter 4. Transportation Systems Plan

The transportation systems plans provide the blueprint for improvement projects and programs to meet the multimodal transportation needs of the community. The transportation systems plans are based on the evaluation of existing system deficiencies and forecasts of future travel demands. The improvement projects and programs must be balanced with the availability of funding, as discussed in Chapter 5. The systems plan builds on the prior Comprehensive Plan, the subarea master plans, input from stakeholders, and the updated evaluation of existing and forecast conditions in Marysville.

The transportation systems plans are organized and presented by travel mode to provide an overview of key components of each element. However, the plans are integrated to create a multimodal transportation system. For example, improvements along arterial streets and highways also incorporate appropriate non-motorized improvements. The non-motorized systems were defined to support access to transit, and to provide alternatives to automobile travel within the City. As improvement projects move toward implementation, the City will conduct detailed design studies, supported with project-level environmental review, and input from the public and other stakeholders.

The plans illustrate how the City of Marysville's transportation system supports, and relies on, transportation facilities and programs provided by other agencies. These include new or improved interchanges with I-5, consistency of the arterial and collector road system, connectivity of trails and non-motorized transportation systems, additional transit service and facilities, and rideshare programs. The City will continue to coordinate with WSDOT, Snohomish County, adjacent cities, the Tulalip Tribes, and Community Transit to develop a comprehensive multimodal transportation system for the greater Marysville area.

Streets and Highways

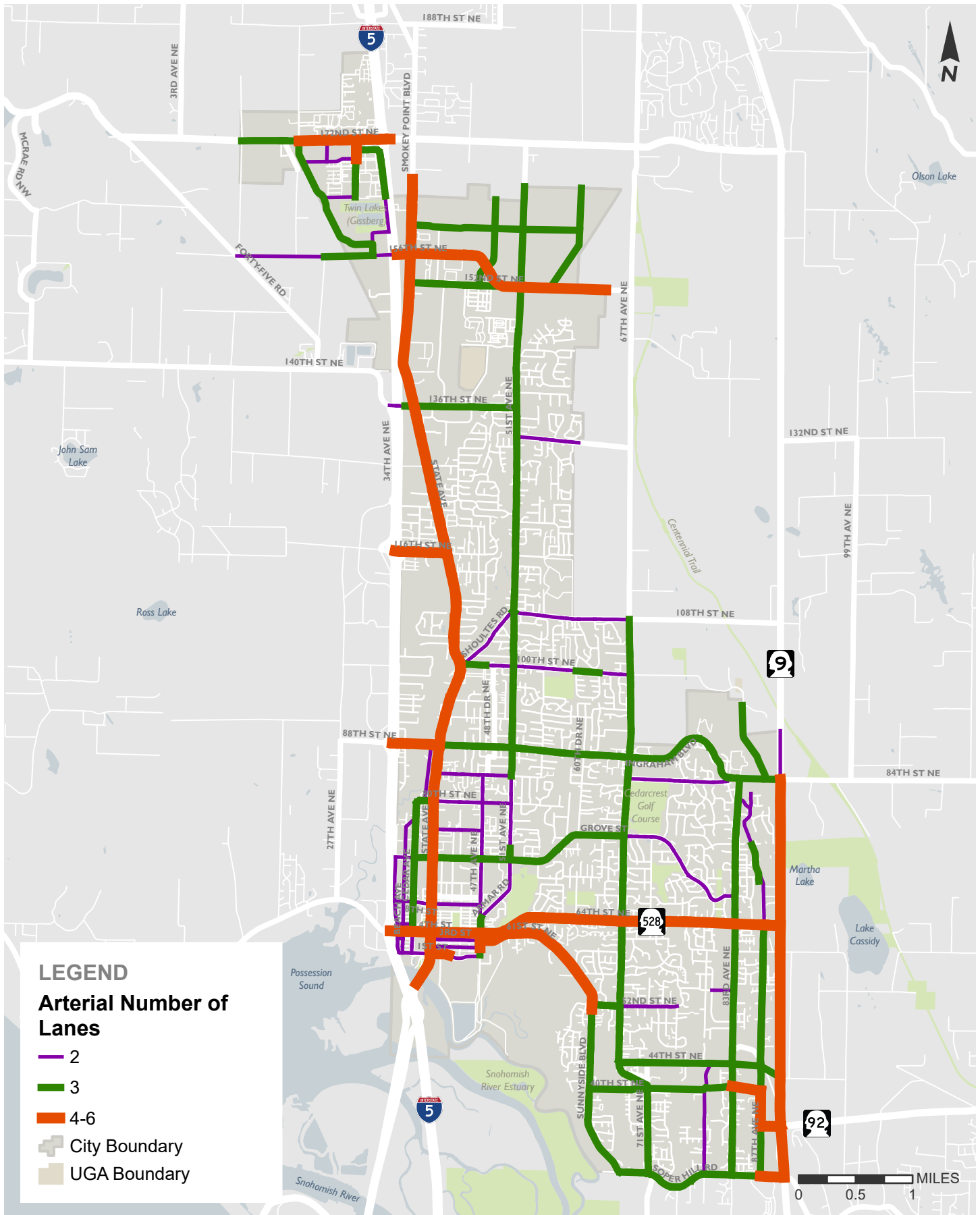
Streets and state highways are the core of the transportation system serving the City of Marysville and surrounding communities. They provide for the overall movement of people and goods, for a wide range of travel modes. Streets and highways serve automobile trips, trucks, transit, vanpools, carpools, and the majority of bicycle and pedestrian travel. Therefore, the streets and highways establish the framework for the overall transportation system for the City. Figure 18 highlights the highway and street system envisioned for the City of Marysville based on the size (number of lanes) and connectivity of City arterials.

The core of the street and highway system includes arterials and collectors. The City also has designated specific corridors as truck routes, which can affect the design features of specific improvement projects. The arterial system is supported by future connector roads to provide circulation and connectivity of the overall system.

Arterial and Collector Classifications

Roadways within a network are typically classified based on their desired purpose, design, and function. Table 5 describes typical roadway functional classifications. Figure 20 shows the functional classification for streets within the City of Marysville and designated Urban Growth Area (UGA).

The general hierarchy of functional classification is based on the relationship between the function of the roadway and the surrounding land uses and the relationship between mobility and access (see Figure 19). For example, commercial developments will generally desire to locate along arterials or collectors due to a high amount of mobility and visibility. Likewise, it is desirable to have parks, schools, and residential homes located along collector or local streets due to lower traffic volumes and a high degree of access.



Future Highway and Street System

Marysville Transportation Element

transpogroup

FIGURE

18

Table 5. Functional Classifications

Classification	Definition
Freeways	Multi-lane, high-speed, high-capacity roadway generally intended exclusively for motorized traffic. Freeways have controlled access and are intended to serve longer, regional intra-state or interstate travel.
Principal Arterials	Principal arterials connect focal points of traffic generation throughout the City and adjacent areas. They are used to provide access to the regional highway system, connect major community centers, and connect to adjacent cities. These streets are intended to primarily serve “through” traffic with limited access to abutting land use. Principal arterials typically carry the highest traffic volumes.
Minor Arterials	Minor arterials are inter-community roadways that connect community centers with each other or to principal arterials or freeways. Minor arterials serve lesser points of traffic generation and provide greater land access than principal arterials. Generally, minor arterials have moderate to high traffic volumes and may include some restrictions of traffic movements and limitations on spacing of driveways and local streets.
Collectors	Collectors distribute traffic between the local street system and the arterial street system. They provide land access as well as connection between neighborhoods and smaller community centers. Collectors typically have low to moderate traffic volumes and limited regulation of access control. On-street parking is usually limited.
Local Streets	Local streets primarily provide direct lane access and generally discourage through traffic. These streets typically have low to moderate traffic volumes and few access controls. On-street parking is generally allowed

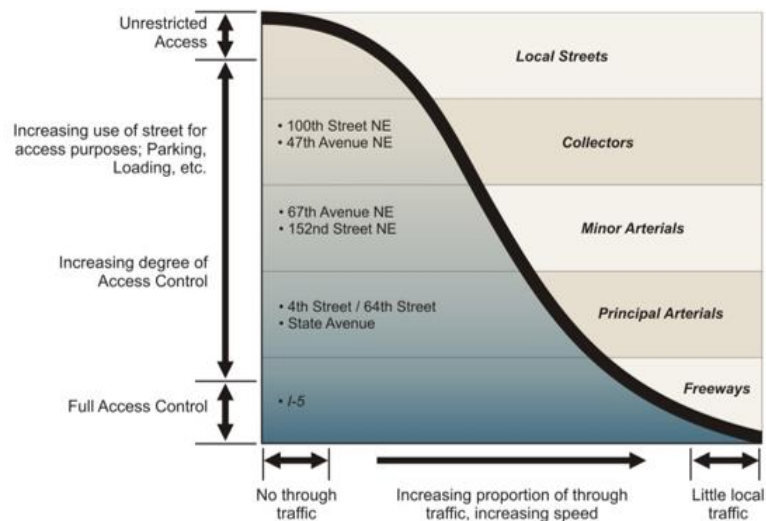
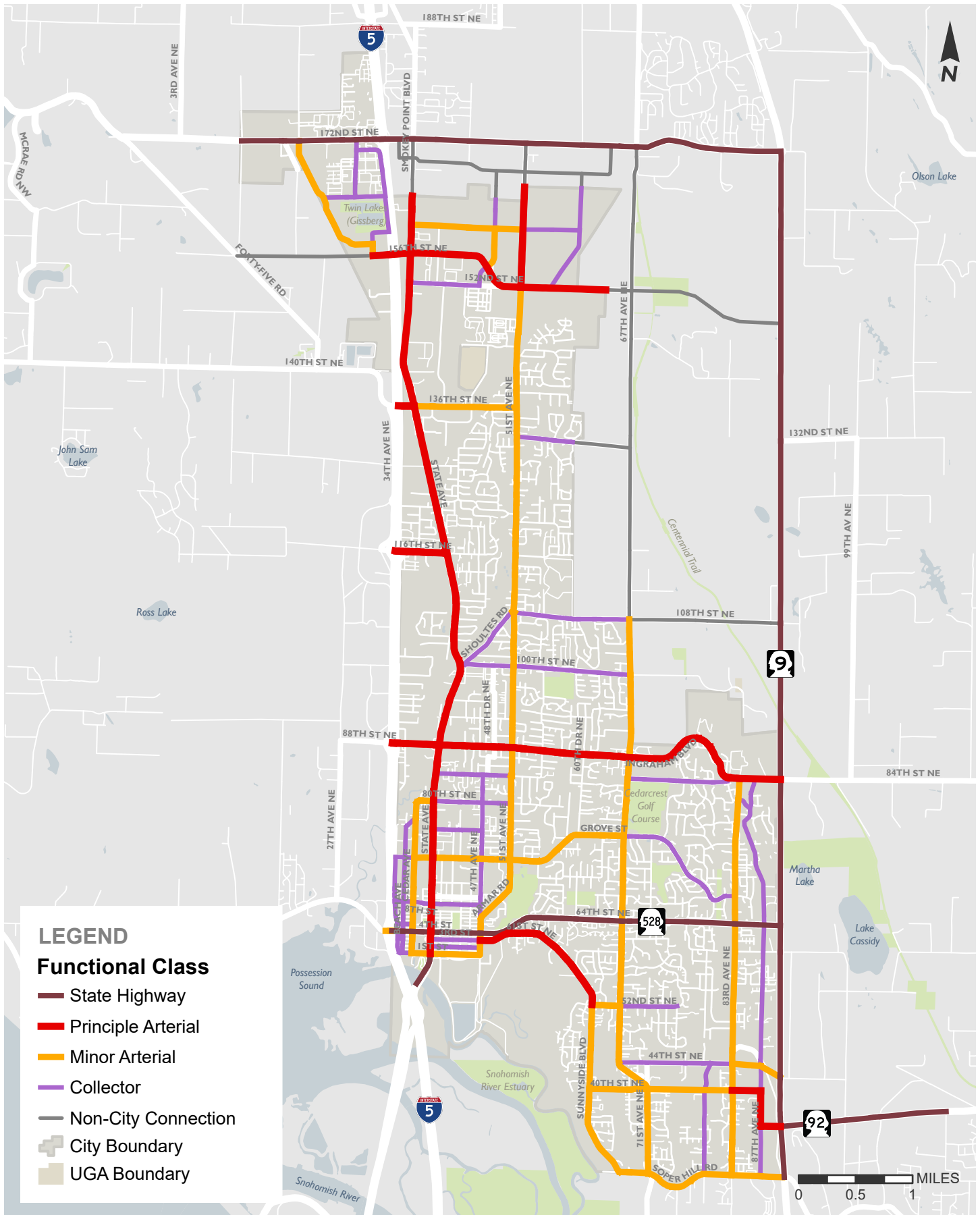
**Figure 19. Classification Relationship between Mobility and Access**

Figure 20 shows the functional classification for streets within the City of Marysville and designated Urban Growth Area. It also shows how the City’s arterial classifications connect with and support the surrounding regional transportation system.

The functional classifications incorporate changes identified in several City subarea master plans. The functional classification also reflects the analysis of the longer-range needs to serve growth through 2044.



Roadway Functional Classification

Marysville Transportation Element

transpogroup

FIGURE
20

National Highway System

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility as defined by the Federal Highway Administration (FHWA).

Highways of Statewide Significance

WSDOT designates interstate highways and other principal arterials that are needed to connect major communities in the state as Highways of Statewide Significance (HSS). This designation assists with the allocation of some state and federal funding. These roadways typically serve corridor movements having travel characteristics indicative of substantial statewide and interstate travel. I-5 and SR 9 are classified as Highways of Statewide Significance.

Federal Functional Classification

The Federal Functional Classification system provides a hierarchy of roadways as defined by the FHWA. This classification system defines the role of travel through a network of roadways, rather than focusing on individual roadways. As a result, the Federal Functional Classification differs in several ways from the City's Functional Classification. Changes to the Federal Functional Classification may be submitted through the Washington State Department of Transportation (WSDOT).

Vehicle LOS Standard

Vehicle level of service is both a qualitative and quantitative measure of roadway and intersection operations. Vehicle level of service uses an "A" to "F" scale to define the operation of roadways and intersections depicted on Figure 21 and described as follows:

- LOS A: Primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at intersections are minimal.
- LOS B: Reasonably unimpeded traffic flow operations at average travel speeds.
- LOS C: Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted.
- LOS D: Small increases in traffic flow may cause substantial increases in approach delays and decreases in speed.
- LOS E: Significant delays in traffic flow operations and lower operating speeds.
- LOS F: Traffic flows at extremely low speeds. Intersection congestion is likely, with high delays and extensive vehicle queuing.

For the City of Marysville, the vehicle LOS standard is set for signalized intersections and roundabouts as follows:

- Vehicular LOS E mitigated for
 - SR 529/State Avenue/Smokey Point Boulevard within the City of Marysville;
 - 4th Street/64th Street NE (SR 528) within the City;
 - 88th Street NE (east of I-5 to 67th Avenue)
- Vehicular LOS D for all other intersections of two or more arterials or collectors within the City.

For the City of Marysville, the vehicle LOS standard is set for unsignalized intersections and roundabouts as follows:

- Vehicular LOS D. However, on a case-by-case basis the City may allow the level of service for traffic movements from the minor street at a two-way, stop controlled intersection to operate below the adopted standard if the Public Works Director (or designee) determines that no significant safety or operational impact will result.

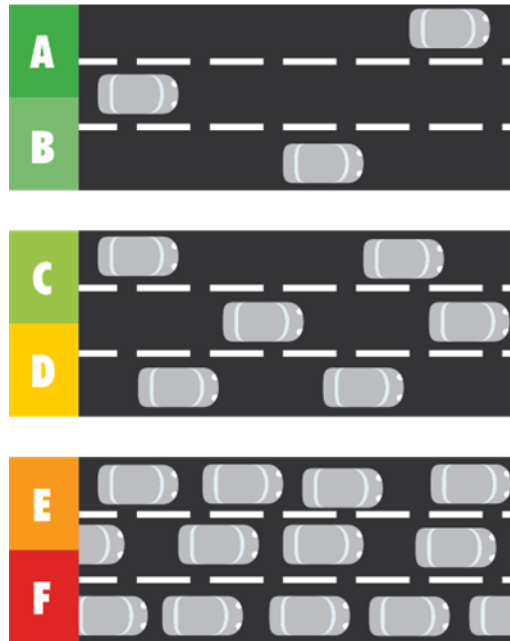


Figure 21. Illustration of Vehicle LOS

Truck Routes

The City of Marysville has a significant level of truck activity. With the increased commercial and employment growth forecast through 2044, the level of truck activity will also increase.

As mentioned in Chapter 2, WSDOT's Freight and Goods Transportation System (FGTS) classifies state highways, county roads, and city arterials according to average annual gross truck tonnage.

In order to systematically address the needs of future truck travel, the City has adopted a defined system of truck routes as described in the Marysville Municipal Code Chapter 11.62 and is shown in Figure 9 (see page 20). The primary intent of the City Truck routes is to restrict truck travel from portions of the roadway network such as strictly residential areas or roadways that cannot physically accommodate trucks. The truck route system will continue to be evaluated and refined as the City develops.

The Smokey Point and Lakewood subareas are planned for significant commercial activity. This commercial growth will require additional truck routes. As appropriate, the City can designate arterials, collectors, and connector roads to serve these developing commercial areas. As necessary, new truck routes will be identified to connect to new I-5 interchange locations.

New Road Connections

In addition to the classified arterials, the City recognizes the need for additional new road connections. The connector roads are needed to facilitate property access, circulation, and connectivity of the roadway system. New roads are needed to fill in gaps in the existing system, as well as serve the growth projected for the City.

Figure 22 shows the general locations of planned roads, including the future arterial routes shown on Figure 20. As shown, most planned connector roadways are located within the northern and southern portions of the City, where higher levels of development are expected. Specific alignments have not been identified for the planned connector roads. The alignments will be defined as part of future corridor studies or as adjacent properties are developed. Some of the other planned roads also may be classified as arterials in the future, depending on specific design and access requirements at the time the corridor is developed.

Rail Crossings

The City of Marysville has the most at-grade crossings along the BNSF mainline of any city within the Puget Sound Regional Council planning area (see Economic Evaluation of Regional Impacts for the Proposed Gateway Pacific Terminal at Cherry Point, PRSC, 2014). The City has developed a strategy to increase the number of grade-separated rail crossings to improve mobility and safety within the City.

Several improvements would provide alternate routes from existing at-grade crossings. The SR 529 ramp improvements at I-5 would provide direct access to/from I-5 and Downtown Marysville, allowing traffic to avoid the at-grade crossings at 4th Street and 88th Street NE. In the north end of the City, the 156th Street NE interchange improvement would provide an alternate route for areas east of I-5, where currently the 116th Street NE interchange is impacted by the railroad near State Avenue. Improvements to 156th Street NE west of I-5 would also provide another grade-separated route to/from I-5 for west Snohomish County travelers (an alternate to the SR 531 rail crossing). Grade separation improvements are costly and likely not feasible directly at the 88th Street NE and 116th Street NE crossings due to geographic and land use constraints.



Planned New Road Connections

Marysville Transportation Element

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FIGURE
22

Pedestrian System Plan

Sidewalks, walkways, and multiuse trails are integral to the City's overall transportation system. A well-established system encourages healthy recreational activities, reduces vehicle demand on roadways, and enhances safety within the community. The City generally desires to have sidewalks or other pedestrian facilities on both sides of streets, unless special circumstances make it physically or cost prohibitive.

The City requires that new developments construct sidewalks on their internal streets and adjacent frontages. This process has helped the City convert the rural roadways developed under Snohomish County road standards into the urban facilities needed to support the additional growth and higher traffic volumes within the City. Developer improvements will continue to provide for a large portion of the ultimate pedestrian system; however, even with those improvements, some significant gaps would remain in sidewalks along arterial and collector corridors.

Pedestrian System Classifications

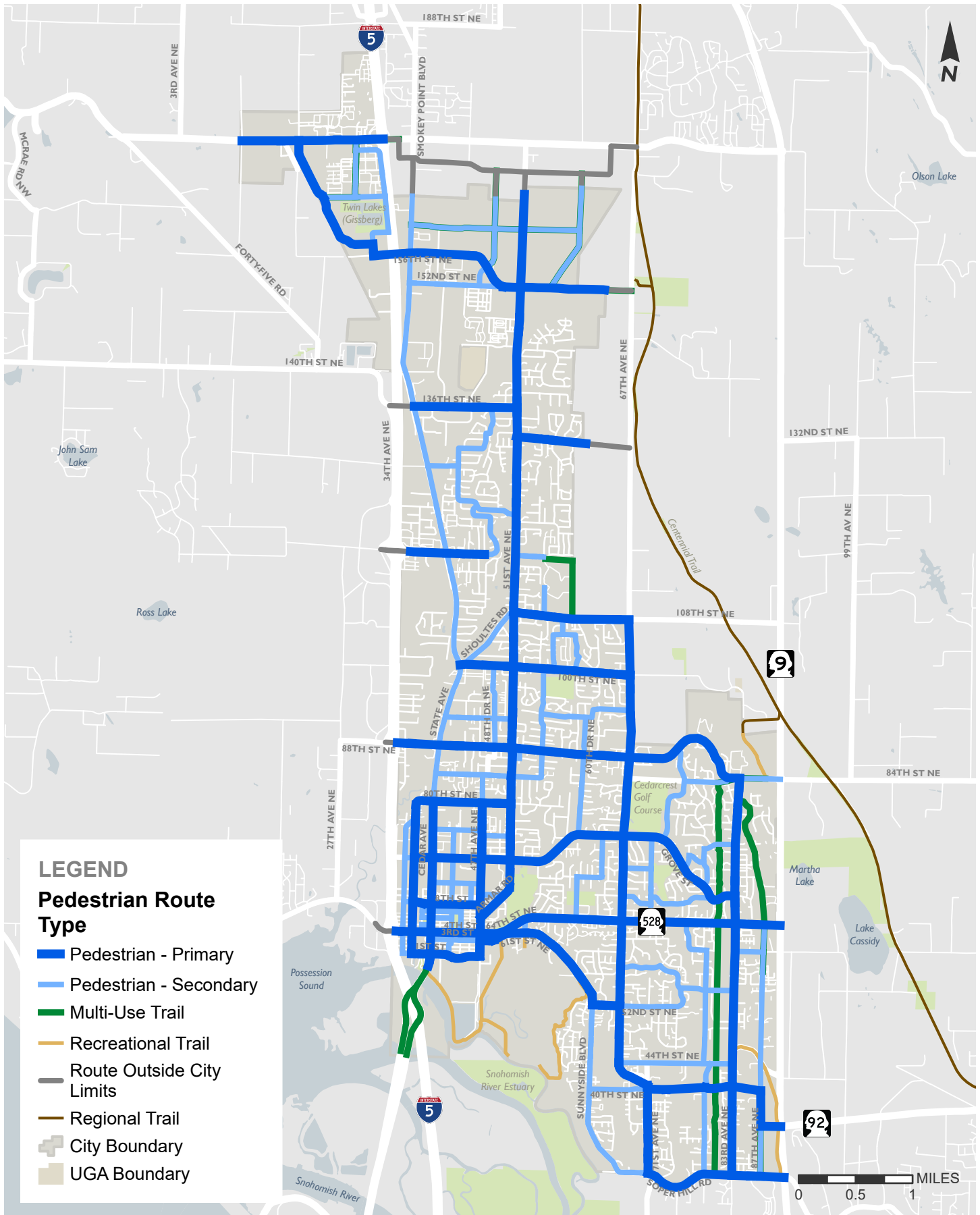
The pedestrian system plan contains a series of primary or secondary sidewalk routes. Corridors identified as primary or secondary routes are used to make a distinction between routes that are more citywide or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary). These networks are defined in further detail in Table 6.

Table 6. Pedestrian System Network Definitions

Hierarchy	System Function
Primary Network	Backbone of the system. Offers direct connections to majority of important community destinations, usually on arterials or collectors. Primary Network routes are often the most attractive route in terms of convenience in urban areas.
Secondary Network	Supportive to the Primary Network, often providing system continuity by connecting segments of the primary network with on-street or off-street facilities. Secondary Network routes sometimes offer more comfortable routes on quieter streets, although the route may not be as direct as the Primary network.
Other Streets	This encompasses the majority of streets within the City (including residential neighborhood streets). While not specifically identified within the pedestrian system plan, many of these roadways provide pedestrian facilities in line with roadway design standards. Other Streets provide access to the Primary and Secondary Networks.

The future pedestrian system plan, shown in Figure 23, provides a comprehensive network of pedestrian facilities for Marysville. The plan identifies an interconnected system of on-road and off-road (trail) facilities, which include sidewalks, pathways, and shared-use trails. The system is designed to facilitate pedestrian travel to key destinations in the City where higher pedestrian demand is expected, such as routes connecting residential areas to recreational facilities and schools, and places of employment. Trails are included in the pedestrian network to help complete the network.

The City developed an ADA Transition Plan (December 2020) that evaluated pedestrian facilities throughout Marysville to identify and prioritize improvements necessary to create a more accessible environment for all roadway users. In conjunction with the pedestrian system plan shown in Figure 23, the ADA Transition Plan will be used to determine pedestrian infrastructure projects necessary to achieve the pedestrian vision outlined in the Transportation Element. In support of these efforts, the City works with neighboring property owners on sidewalk construction and maintenance. The sidewalk funding programs help maintain and improve the existing sidewalks already constructed throughout the City.



Pedestrian System Plan Marysville Transportation Element

Most of the additional pedestrian facilities identified within the City will be constructed as part of associated roadway projects. These may be constructed as part of developer frontage requirements or as part of a capital project by the City of Marysville or another agency. In some corridors, pedestrian facilities will be provided through development of multi-use trails separated from the travel lanes.

Pedestrian LOS Standard

Pedestrian LOS standards were developed based on the future primary and secondary pedestrian networks. The LOS standards are shown in Figure 24 and emphasize the systems completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

The Pedestrian LOS P2 indicates a facility meets adopted roadway standards and has facilities on both sides of the street for primary routes, while a secondary facility may only have facilities on one side of the street. The Pedestrian LOS P1 indicates a primary route has facilities on only one side of the roadway, when both sides would be preferred. A Pedestrian LOS NF indicates no designated facilities are provided for pedestrians and is considered unacceptable.

The City utilizes these standards to prioritize investments in the pedestrian transportation network and identify where significant gaps in the system need to be addressed to serve the City's land use plan. The long-term project list identified in the Transportation Element would implement a Pedestrian LOS P1 or better for primary routes and Pedestrian LOS P2 for secondary routes. The evaluation of future pedestrian LOS of the City's facilities is shown in Figure 16 (see page 38).

LOS	Primary Route	Secondary Route
 P2	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
 P1	Facilities exist, but only on one side	N/A
 NF	No facilities exist, does not meet standards	No facilities exist, does not meet standards

Figure 24. Pedestrian LOS Overview

Bicycle System Plan

Like pedestrian amenities, bicycle facilities play a vital role in the City's transportation environment. The City's bicycle system plan is comprised of facilities that promote mobility without the aid of motorized vehicles. These facilities are essential to ensure that the transportation system provides safe and healthy transportation options for all users of the system.

Bicycle System Classifications

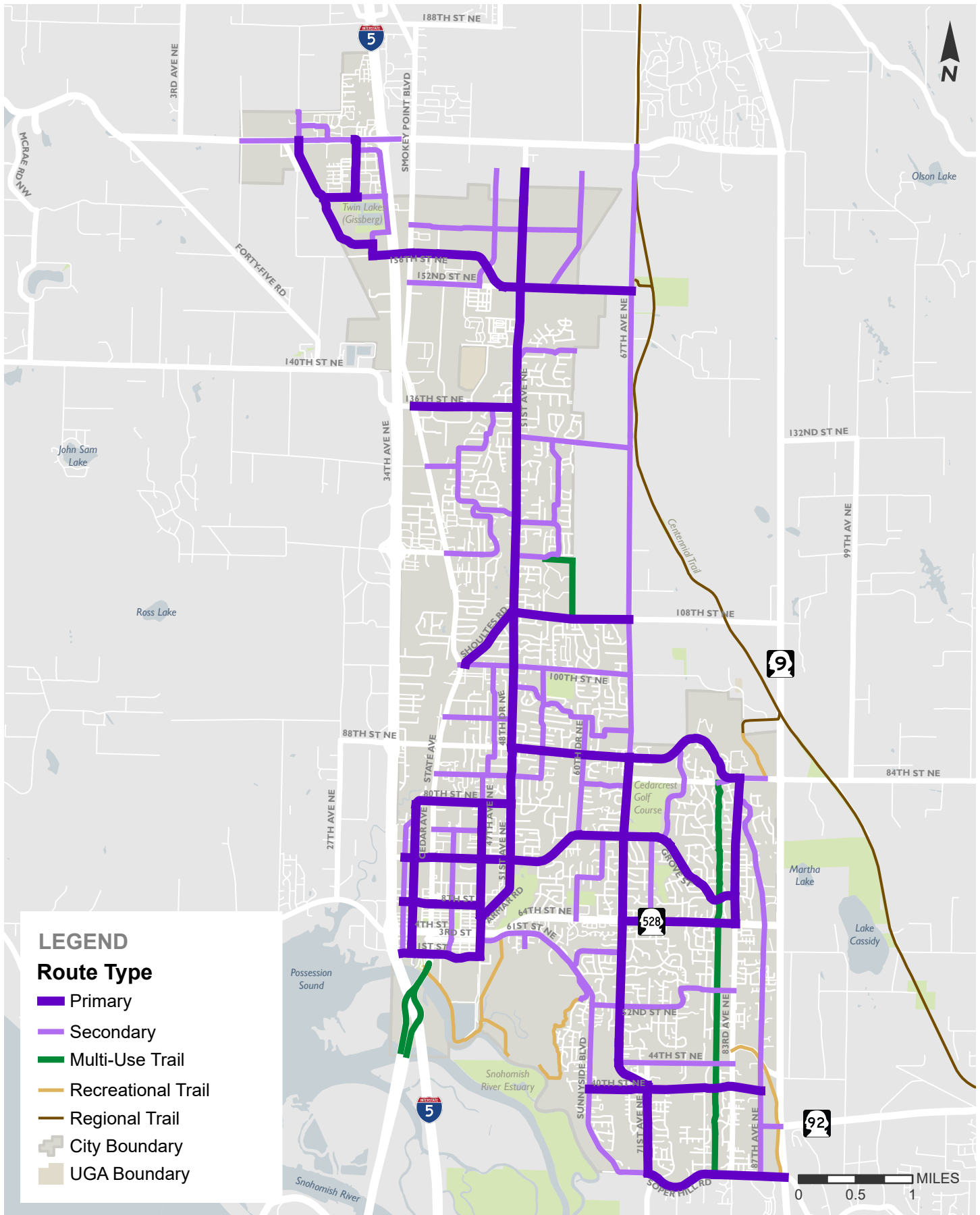
The bicycle system plan contains a series of primary or secondary bicycle facilities. Corridors identified as primary or secondary routes are used to make a distinction between routes that are more regional or that serve to make the second leg of the journey, respectively. These networks are defined in further detail in Table 7.

Table 7. Bicycle System Network Definitions

Hierarchy	System Function
Primary Network	Located along roadways providing direct connectivity throughout the City. These roadways are intended to provide a safe and comfortable biking environment for all users. Thus, these roadways will often provide dedicated bicycle facilities with additional safety enhancements, as appropriate, based on the context of the roadway.
Secondary Network	Provide connectivity through neighborhoods and connect to the Primary Network. Vehicles and bicycles may share the roadway on some low-volume, low-speed roadways within this network.

Bicycle facilities for each roadway (either within the Primary or Secondary Networks) were determined based on the context of roadway. The bicycle network will be composed of a variety of bicycle facility types (e.g., bike lanes, bike routes, multi-use paths, and recreational trails). Project-level planning and engineering studies are still required to determine feasibility of selected bicycle treatments on a project-by-project basis.

Figure 25 shows the planned bicycle system classification plan for Marysville and the surrounding areas. The bicycle system plan, when completed will provide a comprehensive network of attractive bicycle facilities between the City's residential neighborhoods, the transit system, employment areas, schools, and parks. Trails are included in the bicycle network since these connections help complete the bicycle network. Figure 26 shows the type of bicycle facilities envisioned for each segment of the bicycle system.



Bicycle System Plan: Classification

Marysville Transportation Element

transpogroup 

FIGURE

25



Marysville Transportation Element

FIGURE

26

Bicycle LOS Standard

Bicycle LOS standards were developed based on the presence of bike facilities on key corridors within the City's future primary and secondary pedestrian networks. This bicycle system was first identified in coordination with the City. The LOS standards are shown in Figure 27 and provides flexibility for the types of facilities along each roadway. The LOS designations are shown in green, orange, and red.

A Bicycle LOS B2 indicates the provided bicycle facilities along a primary roadway provide an acceptable bicycle stress level, while a secondary roadway's bicycle facilities may provide a higher stress level. A Bicycle LOS B1 indicates a primary route has facilities, but may operate at a higher stress level. A Bicycle LOS NF indicates no designated facilities are provided for bicycles and is considered unacceptable.

The City utilizes these standards to prioritize investments in the bicycle transportation network and identify where significant gaps in the system need to be addressed to serve the City's land use plan. The long-term project list identified in the Transportation Element would implement the Bicycle LOS B1 or better for primary routes and Bicycle LOS B2 for secondary routes. The evaluation of future bicycle LOS of the City's facilities is shown in Figure 17 (see page 39).

LOS	Primary Route	Secondary Route
 B2	Facilities exist including at major crossings, at acceptable stress level	Facilities exist, but higher stress level allowed
 B1	Facilities exist, but higher stress level	N/A
 NF	No facilities exist	No facilities exist

Figure 27. Bicycle LOS Overview

Transit

In order to provide a comprehensive transportation system, the City of Marysville recognizes the importance of transit and transportation demand management (TDM) programs. In general, these programs build on regional programs with some refinements to reflect the specific needs of the City.

Community Transit Long Range Plan

Journey 2050 is Community Transit's vision for providing more service, more choices, and one easy-to-use system through 2050. As the long-range service and capital vision, Journey 2050 details the service expansion and capital investments necessary to meet growing population and employment demands, while also providing a system that is equitable, efficient, and environmentally friendly. Community Transit envisions expanding bus service by 2050, reducing headways providing riders with more convenient options for traveling by transit and decreasing the time it will take to get there. Journey 2050 envisions the implementation of bus rapid transit (BRT) service throughout Snohomish County, supported by regular bus service with headways of 30 minutes or less along all lines as part of the long-

range 2050 network. The improvements necessary to support the planned network are ambitious, integrated with the services of other agencies, and are not yet fully funded.

Transit Development Plan

The Transportation Element has been coordinated with Community Transit's 2024-2029 Transit Development Plan. Currently, transit service in Marysville is provided along several key corridors within the City: State Avenue, 51st Avenue NE, 88th Street NE, and SR 528. These existing routes serve the four Park & Ride lots located within the City. Community Transit regularly reviews its service plans and route structure to address possible improvements or reductions in service.

As part of the Transit Development Plan, Community Development plans for the implementation of the Swift Gold Line in 2029, which will provide bus rapid transit (BRT) service between downtown Everett and the Smokey Point Transit Center. This line will serve the communities of Everett, Marysville and Arlington, as well as the Cascade Industrial Center in the northern part of the City. Planned alignments and station locations within Marysville are being identified. City roadways being considered for the Swift Gold Line include State Avenue/Smokey Point Boulevard, Shoultes Road, and 51st Avenue NE. The route is expected to serve the Marysville Cedar & Grove Park & Ride station.

In addition, the Transit Development Plan identifies several changes to local bus service in the City, including a new route providing service between Marysville with the Quil Ceda Village on the Tulalip Reservation. Additional minor route changes to other local and express route service are planned for the City. These changes are expected following the opening and full operation of the Sound Transit Line 1 light-rail extension to Lynwood in 2026.

In the long term, to support future development activity, the City encourages Community Transit to implement the recommendations in their Transit Development Plan to provide improved coverage and increased service frequency, especially on the weekends. Increased service frequency and coverage is desired by the City to make transit use more convenient and to meet growing local travel demands. The Marysville Transportation Element provides for the following transit/public transportation services and facilities:

Regional Transit Routes

Fixed route bus service should continue to be enhanced to provide more frequent regional transit services between Marysville, Everett, and Seattle. Changes to future routes should be consistent with the Journey 2050 Plan and the needs of the Marysville community, based on a collaborative planning process engaging local community members.

Carpooling and Vanpooling

Community Transit should continue to offer tools to encourage carpooling and vanpooling by City residents. The City will work with Community Transit to increase awareness that carpooling and vanpooling programs and resources are provided.

Transit Accessibility

The City will coordinate with Community Transit in the evaluation of accessibility to public transportation facilities. The City's road standards require sidewalks on all streets thereby supporting transit service accessibility. The sidewalk and active transportation projects identified as part of the Transportation Element seek to prioritize connection to key arterials along which transit buses operate. The City will continue to work with Community Transit to ensure high-quality transit services and facilities are maintained as the City continues to grow.

Transportation Demand Management Program

In addition to improving the transit system, expansion of existing TDM programs are recommended to reduce the overall amount of travel by single-occupancy vehicles within the City. TDM programs are coordinated with regional agencies such as Snohomish County, Community Transit and PSRC.

The City of Marysville has adopted a Commute Trip Reduction (CTR) plan (see Chapter 11.52 of the Municipal Code). The plan establishes goals consistent with the state legislation (RCW 70.94.521) and focuses on major employers located in the city. Strategies focus on transit incentives, ridesharing services, parking management and work scheduling.

- **Transit Incentives** – Employers can provide free or reduced-rate transit passes to all employees.
- **Ridesharing** - Employers can develop and maintain a database of home addresses to facilitate carpool and vanpool matching between employees working on the same site. Employers can also provide financial incentives or reserved parking spaces for carpool and vanpool vehicles.
- **Flexible Work Schedules** – Flexible work hour schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules can also be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials, and reduce the levels of peak hour congestion.
- **Telecommuting** – The use of telecommunications technology can allow many employees to work from home, reducing the need for travel to and from a work site for some work days.
- **Secured Bicycle Parking and Showers** – Secured bicycle parking could be provided in the vicinity of major employment centers, preferably in a covered, weather-protected area. Shower facilities at work sites are also desirable to encourage commuting by bicycle.

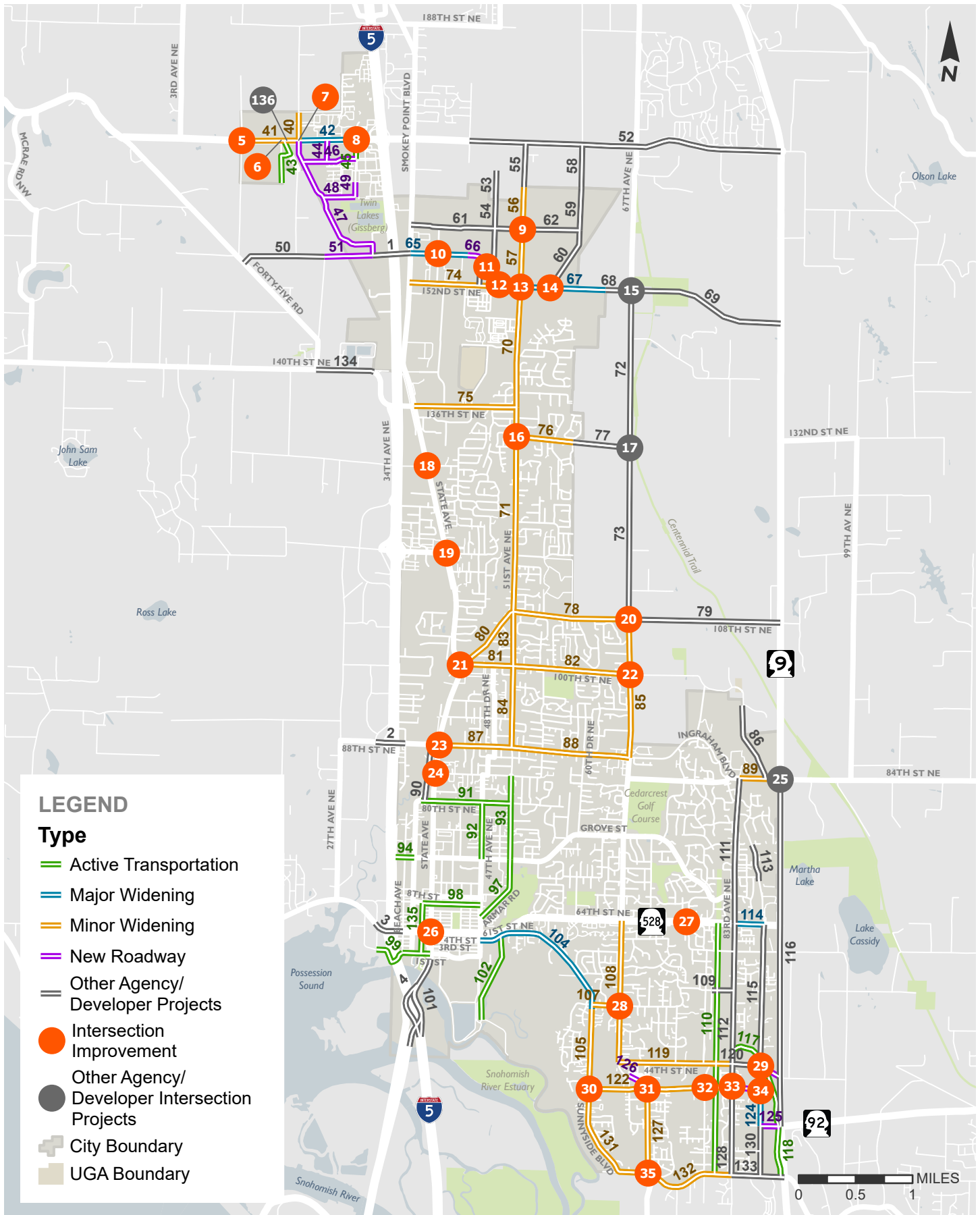
Transportation Improvement Projects and Programs

The City has identified a comprehensive list of multimodal transportation system improvement projects and programs. The multimodal improvement projects address transportation needs within the existing City limits. It also identifies improvement projects within the City's unincorporated UGA needed to serve future growth within the area as it is annexed. Improvements under other jurisdictions include ongoing or previously identified projects as well as potential improvements identified by the City of Marysville. The City will continue to coordinate with the other agencies in their transportation planning efforts to facilitate development of a comprehensive transportation system for the City and surrounding communities. Figure 28 shows a map of the projects. The projects were categorized as follows:

- **Intersection Improvement** – upgrading an intersection through addition of turn lanes and/or modification of traffic controls (e.g., traffic signal, stop signs, etc.).
- **Other Agency Intersection Projects** – includes improvements to intersections (e.g., addition of turn lanes, modification of traffic control, etc.) lead by another agency (e.g., WSDOT, adjacent jurisdiction, private developer, etc.)

- **Major Widening Improvements** –includes projects to widen an existing corridor to add additional through travel lanes and turn lanes to increase capacity. Appropriate active transportation facilities would be incorporated.
- **Minor Widening Improvements** – reconstructing and/or upgrading roadways to serve anticipated traffic volumes and active transportation needs. May include addition of turn lanes at intersections or construction of a center, two-way left-turn lane.
- **New Road** – constructing a new arterial or collector road, including appropriate active transportation facilities.
- **Active Transportation** – projects that primarily focus on upgrading or completing bicycle and/or pedestrian facilities. This includes multi-use trails and recreational trails.
- **Other Agency Projects** – roadway improvement projects lead by another agency (e.g., WSDOT, adjacent jurisdiction, private developer, etc.)
- **Programs** – The City has an extensive maintenance and operations (M&O) program to preserve the various components of the transportation system. The M&O program covers general administration, roadway and storm drainage maintenance, street lighting, sidewalk maintenance and constructing traffic signals and signs, street cleaning, and safety programs. It also includes a program to enhance traffic signal operations through implementation of an Intelligent Transportation System (ITS) program for the City.

Planning level cost estimates were prepared for each project under the jurisdiction of the City of Marysville. The planning level cost estimates are based on typical unit costs for different project types. The cost estimates also account for potential right-of-way acquisition, and engineering design. Costs of specific needs such as a bridge or major power lines are also incorporated, at a planning level. All of the cost estimates are reported in 2024 dollars.



Transportation Improvement Projects

Marysville Transportation Element

transpogroup

FIGURE
28

Table 8. List of Transportation Improvement Projects and Programs

Chapter 5. Financing Program

The multimodal improvement projects and programs provide the blueprint for improving the transportation system to meet existing and future travel demands in and around the City of Marysville. Like most communities, the costs of the desired transportation system improvements and programs will exceed the available revenues. The financing program presented in this section is intended to provide a framework for decisions on which projects and programs are funded and when they may be able to be built. A summary of the estimated costs of the transportation projects and programs is presented and compared to estimated revenues for implementing the projects and programs. The financing program also includes a discussion of options for additional funding to help implement the projects and programs over the life of the plan.

Project and Program Costs

Table 9 summarizes the costs of the recommended transportation improvement projects and programs. These cover capital improvements, maintenance and operations, and bond debt services. The costs are summarized for the short-range (2025-2029), mid-range (2030-2034), and long-range (2034-2044) time periods based on the project timelines presented in Table 8. The cost summary includes projects identified within the City of Marysville's jurisdiction. The project and program costs are presented in constant 2024 dollars.

Table 9. Transportation Project and Program Costs (2025-2044)

Cost¹	Short-Range Costs (2025-2029)	Mid-Range Costs (2030-2034)	Long-Range Costs (2035-2044)	Total Costs (2025-2044)
Capital Projects	\$101,680	\$143,130	\$327,740	XX\$572,550
Maintenance & Operations	\$46,740	\$51,600	\$133,220	\$231,560
Bond Debt Service ²	\$9,870	\$5,250	\$3,610	\$18,730
Total	\$158,290	\$199,980	\$464,570	\$822,840

Sources: City of Marysville, Transpo Group

1. All costs in \$1,000 and 2024 dollars, rounded up to nearest \$10,000.

2. Includes principal and interest costs between 2025 and 2044 for four (4) previously issued transportation bonds.

Planning level cost estimates were developed for the capital improvements presented in the Transportation Systems Plan section of the Transportation Element. Cost estimates were prepared based upon average unit costs for recent transportation projects within the City. They include estimates for engineering design, right-of-way, and construction costs. More detailed costs of individual projects will be developed as the improvements are programmed for design and implementation. The final costs will fluctuate from the planning level estimates, but they provide a reasonable basis for the financing plan of the Transportation Element.

Maintenance and operations (M & O) programs cover street overlays and other miscellaneous sidewalk and safety improvement programs on City streets. The M & O costs were projected based on recent expenditures and the City's 2023-2024 adopted budgets. A 2.0 percent annual growth rate was applied between 2023 and 2044 to account for expected population and employment growth.

The debt service category covers the remaining principal and interest on bonds that the City issued to help fund several transportation projects. Issuance of new bonds in the future is not currently anticipated. Bonds do not add revenues, but simply allow the City to advance the timeline for key projects. Bond expenditures include total outstanding balance (principal and interests) as of 2024. The past and future projects partially funded with bonds include:

- State Avenue Widening
- I-5/156th Street NE Overcrossing
- SR 9/SR 92 Break-in Access
- 1st Street Bypass
- Ingraham Boulevard
- 88th Street Widening
- Intersection Improvements (Soper Hill Road/Sunnyside Boulevard; 47th Avenue NE/SR 528; and 3rd Street/47th Avenue NE)
- Other street construction projects

A total of roughly \$573 million (in 2024 dollars) would be needed to fully fund the capital improvements under the jurisdiction of the City of Marysville. Other projects under the jurisdiction or lead of WSDOT, Snohomish County or the City of Arlington would be needed as part of this plan but are not included in the City's financial analysis. The costs of these projects would be in addition to the City's.

In addition to capital costs, annual maintenance and operations programs result in nearly \$231 million between 2025 and 2044. Paying off existing bonds adds another \$18.7 million to the transportation system costs from 2025 to 2044. Combined, the 2023-2044 Transportation Element would require approximately \$823 million in 2024 dollars.

Revenue Projections

Funding sources for transportation projects include various fees and tax revenues, grants, bonds, developer contributions and traffic impact fees. The estimates were based on revenues allocated to transportation funding during the last five years and discussions with City staff. Estimates of potential revenues from each source were projected for two scenarios. The Low Revenue scenario generally reflects recent revenues grown at two percent annually. This likely represents a conservative assessment of available revenues from these sources based on historical inflation. The High Revenue scenario factors recent revenues based on the revised 2045 household and employment forecasts used in preparing the travel forecasts for the Transportation Element and applies the same inflation forecast as the Low Revenue scenario. The High Revenue scenario does not represent the maximum funding that could be generated, but provides a less conservative projection for the long-range planning horizon than the Low Revenue scenario.

Table 10 summarizes projected revenues for the Low and High Revenue scenarios. Based on these assumptions, the City would generate almost \$339 million (in 2024 dollars) over the life of the plan under the Low Revenue scenario. This would increase to \$431 million under the High Revenue scenario. The assumptions and results for each group of funding sources are presented below.

Table 10. Transportation Funding Revenue Projections

Revenue Source	Low Revenue	High Revenue
Real Estate Excise Tax (REET)	\$73,640	\$99,940
Motor Vehicle Fuel Tax (MVFT)	\$26,300	\$36,820
Miscellaneous//Interest	\$5,260	\$6,050
Grants	\$102,240	\$136,320
Transportation Benefit District (TBD)	\$92,050	\$105,200
Transportation Impact Fees ²	\$39,900	\$46,940
Total	\$339,390	\$431,270

Sources: City of Marysville, Transpo Group

1. All costs in \$1,000 and 2024 dollars.

2. TIF revenues forecasts were provided by the City based on historical TIF revenues.

Tax Revenues

The City currently directs revenues from two primary tax funds toward transportation improvements and programs. These are Real Estate Excise Taxes (REET) and Motor Vehicle Fuel Taxes (MVFT).

Under the Low Revenue scenario, the combined REET and MVFT funds are projected to generate approximately \$100 million in revenues between 2025 and 2045 (in 2024 dollars). The High Revenue projections are presented in Table 10. The City may see higher or lower growth in the annual REET revenues depending on the actual real estate transactions in the City and the City's share of state fuel taxes. The High Revenue projection assumes that the REET and MVFT revenues occur at a higher rate based on the forecast growth in household and employment to 2045 conditions. Under the High Revenue scenario the REET and MVFT could generate up to \$136 million in tax for transportation projects through 2045.

Miscellaneous

In addition to the above tax revenues, the City directs other funding toward transportation improvements and programs. These miscellaneous funds include items such as inspection fees, a portion of stormwater management fees related to street work, and interest earned from some account balances. Using the average of approximately \$200,000 per year in transportation funding from recent years, these funds are estimated to generate \$5.3 million over the life of the plan (in 2024 dollars) for the Low Revenue scenario and \$6.0 million in the High Revenue scenario.

Grants

The City has successfully secured grants for transportation projects. City staff have reviewed each of the planned projects and forecasted grant sources that may be awarded based on project costs and the likely available sources. Each estimate typically assumes a match of no more than 50 percent of project costs unless additional supporting information is known or already awarded grant funds are documented.

Funding through grants is tied to specific programs and types of projects. Several grant programs target transportation projects that support regional economic growth, mobility, and other travel models. Many of the projects identified in the Transportation Systems Plan support regional needs and would likely be eligible for some grant funding.

The Surface Transportation Block Grant program (STBG) is one of the most flexible federal grant programs. STP funding can be used for highway and bridge projects, transit capital

projects, and funding for bicycle, pedestrian, and recreational trail improvements. They also can be used for public transportation capital improvements, car and vanpool projects, fringe and corridor parking facilities, and inter-city or intra-city bus terminals and bus facilities. STP funds also can be applied to surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. STP funds also can be used for transportation control measures.

The Congestion Mitigation and Air Quality (CMAQ) program is a federally funded program administered through the Puget Sound Regional Council (PSRC). CMAQ funds projects and programs in air quality non-attainment and maintenance areas, which reduce transportation related emission. CMAQ grants cannot be used to fund general purpose roadway projects.

The State Transportation Improvement Board (TIB) currently provides funding for urban areas in Washington through four grant programs:

- Urban Arterial Program (UAP) – funds projects that address safety, growth & development, physical condition and mobility.
- Urban Sidewalk Program (SP) – provides funding for projects improving the safety, mobility, and/or connectivity of pedestrian and bicycle facilities.
- Arterial Preservation Program (APP) - provides assistance for roadway paving/overlays for cities/agencies with less than \$3 billion assessed valuation. Marysville exceeds the maximum assessed valuation criteria and therefore, is not eligible for this program.
- Complete Streets (CS) – allocates funding to local governments that have adopted a complete streets ordinance and have demonstrated success at planning and constructing streets designed to accommodate all roadway users.

The TIB projects are selected on a competitive basis. Each of the three programs has distinct criteria to rank the projects for funding. Once selected, TIB staff stays involved through grant oversight and helping bring projects to completion.

WSDOT administers various grants which fund non-motorized transportation improvements. The Safe Routes to Schools Program funds projects which are targeted at reducing collisions between vehicular and non-motorized road users and improving the accessibilities of schools to children on foot or bike. The WSDOT Pedestrian and Bicycle Program funds projects which promote healthy living through active transportation, improves non-motorized user safety, reduces vehicular travel, and has community support. The Highway Safety Improvement Program (HSIP) provides funding to implement safety projects along roadways with the ultimate goal of reducing the number of fatal and serious injury collisions.

Transportation Impact Fees

The Growth Management Act (GMA) allows agencies to develop and implement a transportation impact fee (TIF) program to help fund some of the costs of transportation facilities needed to accommodate growth. Recent legislation has also allowed that active transportation projects can also be funded through the TIF program. State law (Chapter 82.02 RCW) requires that TIFs be:

- Related to improvements to serve new developments and not existing deficiencies
- Assessed proportional to the impacts of new developments
- Allocated for improvements that reasonably benefit new development
- Spent on facilities identified in the Capital Facilities Plan.

The City of Marysville has adopted a transportation impact fee program defined in Chapter 22D.030 of the City's Municipal Code. As part of the Transportation Element, the

transportation impact fee program calculation was updated to reflect the revised growth forecasts and impact fee project costs. The updated methodology and findings are described in more detail in Appendix A (Transportation Impact Fees) of this Transportation Element. Appendix A identifies the specific improvement projects and costs included in the TIF.

The City will not actually collect all of the TIF funds because developers will be asked to construct some of the projects. Where a developer is conditioned to construct all or a portion of a TIF project, the City will provide credits, consistent with GMA requirements. The TIF revenue forecasts were provided by the City based on historical TIF revenues.

Developer Commitments

The City also implements its transportation improvements by requiring developers to construct frontage improvements, to mitigate their traffic impacts pursuant to the State Environmental Policy Act (SEPA), and/or to meet concurrency requirements. The City requires developments to fund and construct certain roadway improvements as part of their projects. These typically include constructing abutting local streets and arterials to meet the City's design standards. These improvements can include widening of pavement, drainage improvements, curbs, gutters, bicycle facilities and sidewalks.

The City evaluates impacts of development projects under SEPA. The SEPA review may identify adverse transportation impacts that require mitigation. These could include impacts related to safety, traffic operations, non-motorized travel, transit access, or other transportation issues. Many of these developer-funded improvements are also identified as specific projects in the Transportation Element or as part of the circulation roadways.

Per GMA, the City requires an evaluation of transportation concurrency for development projects. The concurrency evaluation may identify impacts that make the facilities operate below the City's level of service standard. To resolve any deficiencies, the applicant can propose to fund and/or construct improvements to provide an adequate level of service. Alternatively, the applicant may decide to wait for the City, another agency, or another developer to fund and/or construct the needed improvements.

Several of the projects identified in the Transportation Element would be totally or partially funded by developer contributions exclusive of the TIF program. The plan identifies several new arterials and collectors that will be primarily constructed as part of adjacent developments. These projects were not included in the cost or revenue portions of the financial analysis.

Transportation Benefit District

In December 2013, the City Council voted to create a citywide Transportation Benefit District (TBD). The TBD Board is comprised of the City Council. The Board put forth a ballot measure in February 2024 to renew a 0.2% increase in the sales tax collected in the City to fund transportation projects for 10 years. The TBD sales tax was approved by the voters. The TBD will be dissolved when all of the indebtedness of the district, and all of the district's responsibilities have been met; however, the TBD will need to be dissolved within 20-years of the adoption date, unless the City Council takes further action to extend it. This would occur in 2034.

TBD funds are used primarily for street preservation that extends the life cycle of roadway sections through pavement repair, overlay, crack sealing and patching. Other projects included in the city's Transportation Improvement Plan, such as sidewalk and shoulder improvements, also are eligible for TBD funding. State law requires that these funds be used only for eligible transportation improvement projects. The City has typically received approximately \$3.5 million in TBD revenues the past several years and was used as the

basis for the Low Growth scenario increasing 2.0% per year. The High Growth scenario is based on a potential annual average of \$4.0 million received per year.

Other Agency Funding

The City of Marysville will need to continue to partner with WSDOT, Snohomish County, City of Arlington, City of Lake Stevens and Tulalip Tribes to fund and implement projects identified in the Transportation Element. Funding of improvements along I-5 and SR 9 are expected to come mostly from WSDOT. A major new project that the City is currently working with WSDOT is the addition of new ramps to/from the north at SR 529 and I-5. The City has prepared a Draft Interchange Justification Report (IJR) in cooperation with WSDOT for this improvement project. In addition, the City has identified construction of a full interchange with I-5 at the 156th Street NE overcrossing that the City constructed. Also, improvements at two existing interchanges along I-5 (at SR 528 and 88th Street). All of these interchange improvements and new interchanges are funded by the federal and state legislatures, the Tulalip Tribes, and the City of Marysville. The Transportation Element also identifies improvement projects along SR 9 that would be under the jurisdiction of WSDOT.

The City will need to continue to partner with Snohomish County, adjacent cities and the Tulalip Tribes to fund other transportation projects that benefit this part of the region. One strategy for partnering would be Interlocal Agreements with these agencies on impact fees or other possible funding mechanisms.

Financing Strategy

As noted in Table 11, in order to fully fund the transportation improvement projects and programs, the City would need approximately \$823 million (in 2024 dollars) between 2023 and 2044. The low and high funding scenarios result in approximately \$339 to \$431 million (in 2024 dollars) in revenues for the same time period, respectively. This would be a shortfall of \$392 to \$483 million (in 2024 dollars) over the life of the plan.

Time Horizon Analyses

As discussed in the Transportation Systems Plan section, each project has been assigned to a relative time period for implementation. The time period analysis takes into account the relative project priority, availability of funding, and proximity to forecast growth throughout the City. Table 11 summarizes the allocation of project and program costs for each of the three time horizons as presented in Tables 8:

- Short-range (2025-2029)
- Mid-range (2030-2034)
- Long-range (2035-2044)

Table 11 also allocates the forecast revenues and developer funding to the three time periods. Forecast revenues from each of the funding sources are evenly spread over the 21-year planning period.

Table 11. Financing Summary by Planning Time Horizon

	Short-Range ¹ (2025-2029)	Mid-Range ¹ (2030-2034)	Long-Range ¹ (2035-2044)	Total ¹ (2025-2044)
A. Projected Revenues^{1,2}				
Low Scenario	\$84,848	\$84,848	\$169,694	\$339,390
High Scenario	107,818	107,818	215,634	431,270
B. Total Project and Program Costs^{1,3}				
Total Costs	158,289	199,977	464,570	822,836
C. Difference (A minus B)^{1,4}				
Low Scenario	(73,441)	(115,129)	(294,876)	(483,446)
High Scenario	(50,471)	(92,159)	(248,936)	(391,566)

Sources: City of Marysville, Transpo Group

1. All costs in \$1,000s of 2024 Dollars

2. From Table 10

3. From Table 9

4. Subtract costs from revenues; parenthesis denotes funding deficit.

The shortfall in funding under either the low or high scenarios would primarily affect the ability of the City to fund additional capital improvements during the next six years. The City is obligated to fund its debt service requirement to bond holders. The City also is committed to funding the maintenance and operations programs needed to preserve the integrity, safety, and efficiency of its existing transportation system. In addition, the TBD will fund the preservation and sidewalk/shoulder improvements identified in the voter approved package.

The most critical part of the funding program is the short-range time period. These improvements are focused on addressing existing deficiencies and safety issues. Furthermore, some of these improvements will add capacity needed to maintain the City's LOS standards to meet concurrency requirements for the next several years.

As shown in Table 11, the revenues in the short-range time horizon (2023-2029) will be approximately \$50 to \$73 million less than the total costs. The City will seek additional funding to close the gap between short-range revenues and costs. These could include seeking additional grants, joint agency funding, formation of local improvement districts (LIDs), or additional SEPA mitigation/frontage improvements for development projects. The City also could consider reducing the adjustments to its TIF rates to generate additional revenues. If additional funding is not secured, the City could construct some of the projects in phases to help defer costs to beyond 2029. The City also could modify project level designs to help reduce costs.

Revenues for the mid-range horizon (2025-2029) are \$92 to \$115 million less than the identified project costs for that 6-year period. The City can implement similar strategies for these projects as described for the short-range horizon. It is likely that several key projects identified for the mid-range time horizon will be deferred to beyond 2034, unless significant new or expanded funding sources are identified. The success of programs to shift travel to other modes also can reduce, or delay, the needs for some of the improvements. If development occurs at a slower rate than anticipated in the 2044 travel forecast, some of these capacity and arterial upgrade improvements also will not be needed as soon. Furthermore, the City may simply defer these improvements until funding is available.

The long-range (2035-2044) funding program is projected to have a deficit of \$249 to \$295 million. This deficit would increase if projects are delayed from the short- and mid-range time horizons. The City will have a better idea of actual growth and impact fee revenues and potential additional revenues from state funding packages. Projects may be dropped, or delayed, in the plan. The City also could shift more of the costs to development projects.

The City has decided to keep the improvement projects that would not be funded with the existing revenues in the Transportation Element so they could be included as part of development projects or future funding strategies.

Reassessment Strategy

Although the financing summary recognizes the potential for a \$390 to \$483 million (in 2024 dollars) shortfall over the life of the plan, the City is committed to reassessing their transportation needs and funding sources each year as part of its Six-Year Transportation Improvement Program (TIP). This allows the City to match the financing program with the short term improvement projects and funding. The plan also includes goals and policies to periodically review land use growth, adopted level of service standards, and funding sources to ensure they support one another and meet concurrency requirement.

In order to implement the Transportation Element, the City will consider the following principals in its transportation funding program:

- As part of the development of the annual Six-Year Transportation Improvement Program, the City will balance improvement costs with available revenues
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards
- Fund improvements or require developer improvements as they become necessary to maintain LOS standards to meet concurrency
- Explore ways to obtain more developer contributions to fund the improvements
- Coordinate and partner with WSDOT, Tulalip Tribes, Snohomish County and local cities and vigorously pursue grants from state and federal agencies to fund and implement improvements to I-5 and SR 9
- Work with Snohomish County to develop multi-agency grant applications for projects that serve growth in the City and its UGA
- Review funding strategy to see if the transportation impact fees should be revised to account for the updated capital improvement project list and revised project cost estimates
- If the actions above are not sufficient, the City could consider changes in its level of service standards and/or possibly limit the rate of growth in the City as part of future updates of its Comprehensive Plan
- Lower priority projects in the Transportation Element may be slid to beyond 2044 or deleted from the program

The City of Marysville will use the annual update of the Six-Year TIP to re-evaluate priorities and timing of projects. Throughout the planning period, projects will be completed and priorities will be revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the City and the UGA. The City will then be able to direct funding to areas that are most impacted by growth or to arterials that may fall below the City's level of service standards. The development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.

Chapter 6. Goals and Policies

The overall goal of the City of Marysville Transportation Element is:

“The City will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health.”

These goals and policies provide guidance for the City of Marysville Transportation System.

Goal 1. Implement Transportation Plan

Support the development and implementation of a citywide transportation plan that balances both local and regional priorities for growth and helps to achieve regional mobility goals.

Policy T-1.1: The City will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health.

Policy T-1.2: Maintain and operate the transportation system to provide safe, efficient, and reliable movement of people, goods, and services using a variety of travel modes.

Policy T-1.3: Reduce the need for new capital improvements through investments in operations, demand management strategies, and system management activities that improve the efficiency of the current system.

Policy T-1.4: Prioritize investments in transportation facilities and services that support compact, pedestrian- and transit-oriented densities and development.

Policy T-1.5: Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and from, and within the City and its urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

Policy T-1.6: Support Community Transit, WSDOT, and other stakeholders to locate, construct and operate transit centers, Park & Ride and park-and-pool lots.

Policy T-1.7: Plan for increased resilience to protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses. Develop and coordinate prevention and recovery strategies and disaster response plans with state, regional, and local agencies to protect against major disruptions to the transportation system.

Policy T-1.8: Implement an Intelligent Transportation System (ITS) along the City's principal arterials and accesses to the regional highway system to enhance the efficiency of the City's transportation system. The City's ITS should be coordinated with other agencies to assure compatibility, and reduce operational costs, and prepare for emerging trends and technologies (Electric charging stations, automated and connected vehicles, on-demand smart signals, etc.)

Goal 2. Support Regional Planning Policies

Participate in land use and transportation planning with Puget Sound Regional Council, Snohomish County, and surrounding jurisdictions to support and promote the Regional Growth Strategy in Vision 2050.

Policy T-2.1: Give funding priority to transportation improvements that serve growth centers and manufacturing and industrial centers, as allocated by the Regional Growth Strategy.

Policy T-2.2: Work with Community Transit to expand transit and paratransit service to/from and within the City, prioritizing multimodal investments to activity centers and transit stations.

Policy T-2.3: Apply livable urban design principles for growth centers and transit areas.

Policy T-2.4: Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

Policy T-2.5: Continue to upgrade and enhance the non-motorized system based on appropriate design criteria to encourage walking and bicycling as a safe and efficient mobility option for all-ages.

Policy T-2.6: Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, accessibility, connectivity, and physical activity.

Policy T-2.7: Encourage the connection of streets when considering subdivision or street improvement proposals, unless topographic or environmental constraints would prevent it. Limit the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers in the community. Recognize that increasing roadway and non-motorized connections can reduce traffic congestion and increase neighborhood unity.

Goal 3. Accessible, Equitable, and Inclusive Participation

Ensure that public outreach and participation is accessible, equitable, and inclusive in the planning, design, and implementation of the citywide multimodal transportation system.

Policy T-3.1: Incorporate racial and social equity in planning for transportation improvements, programs, and services in historically underserved neighborhoods and vulnerable populations.

Policy T-3.2: Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.

Policy T- 3.3: Adopt a Complete Streets approach to ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

Policy T- 3.4: Maintain and improve the safety of the transportation system for all travel modes.

Policy T-3.5: Coordinate with Community Transit and other jurisdictions on Commute Trip Reduction programs for major employers in Marysville and the region. Monitor and expand on program to meet the goals and requirements of the Commute Trip Reduction Act.

Policy T-3.6: Support pedestrian and bicyclist education and safety programs such as Safe Routes to Schools and Healthy Communities.

Policy T-3.7: Apply access management practices to arterials to improve the safety and operational efficiency of the system.

Goal 4. Economy, Freight, and Goods Transport

Balance the needs of economic development, as well as freight and goods movement, in the development of the citywide multimodal transportation system.

Policy T-4.1: Ensure the freight system meets the needs of regional and local distribution and make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

Policy T-4.2: Maintain and improve the existing freight transportation system to increase reliability and efficiency and to prevent degradation of freight mobility.

Policy T-4.3: Coordinate with the railroads and trucking industry to improve the safety and efficiency of freight movement and reduce the impacts on other travel modes. Coordinate planning with railroad capacity expansion plans and support capacity expansion that is compatible with local plans.

Policy T-4.4: Land use development shall comply with FAA regulations for spacing, height, and activity near Paine Field commercial airport in Everett, regional air service at Arlington Airport, and local air service at Harvey Field in Snohomish.

Goal 5. Natural Environment

Plan and develop transportation facilities and services to minimize adverse impacts on the natural environment.

Policy T-5.1: Support implementation of transportation modes and technologies that reduce pollution and greenhouse gas emissions and improve system performance.

Policy T-5.2: Design streets with minimum pavement needed and utilize innovative and sustainable materials, where feasible, to reduce impervious surfaces and storm water pollution. Wherever feasible, reconstruct culverts under streets to improve fish passage.

Policy T-5.3: Develop a system that encourages active transportation and minimizes negative impacts to human health and promotes a healthy community.

Policy T-5.4: Design transportation facilities to fit within the context of the built or natural environments in which they are located.

Goal 6. Level of Service Standards and Concurrency

Maintain an inventory of the multimodal transportation network and provide an annual status report to inform transportation investment decisions in the development of the six-year transportation improvement program (TIP).

Policy T-6.1: The City shall provide data and map inventories of all major transportation modal networks, including automobile, transit and freight vehicles; sidewalks, bikeways, and

multiuse trails; and airports, railroads, shipping terminals, and vehicle and passenger ferry routes.

Policy T-6.2: Construct transportation improvements based on adopted design standards, by roadway function, to meet the multimodal needs of the City. Allow variances to the standards when it is not practical or cost-effective to meet the standards, as determined by the Director of Public Works.

Policy T-6.3: Establish concurrency standards for the City based on the vehicular LOS of intersecting arterials and signal or roundabout-controlled intersections during weekday PM peak hour per the latest version of the Highway Capacity Manual (HCM), Transportation Research Board. Set the acceptable LOS for signalized intersections and intersections of two (or more) arterial as follows:

- Vehicular LOS E mitigated for
 - SR 529/State Avenue/Smokey Point Boulevard within the City of Marysville;
 - 4th Street/64th Street NE (SR 528) within the City;
 - 88th Street NE (east of I-5 to 67th Avenue)
- Vehicular LOS D for all other intersections of two or more arterials within the City."

Policy T-6.4: Set the acceptable vehicular level of service (LOS) for unsignalized intersections as follows:

- LOS D. However, on a case-by-case basis the City may allow the level of service for traffic movements from the minor street at a two-way, stop controlled intersection to operate below the adopted standard if the Public Works Director (or designee) determines that no significant safety or operational impact will result. "

Policy T-6.5: Pedestrian Network Level of Service (LOS) Standards

- LOS P2 = Complete Network Facility
- LOS P1 = Partial/Incomplete Network Facility
- LOS NF (No Facilities) = Missing Network Facility
- The acceptable LOS is LOS P1 on primary pedestrian routes and LOS P2 on secondary routes.

Policy T-6.6: Bicycle Network Level of Service (LOS) Standards

- LOS B2 = Complete Network Facility
- LOS B1 = Partial/Incomplete Network Facility
- LOS NF (No Facilities) = Missing Network Facility
- The acceptable LOS is LOS B1 on primary bicycle routes and LOS B2 on secondary routes.

Policy T-6.7: Adopt and implement multimodal level of service (LOS) standards and a transportation concurrency management program consistent with the six (6) year horizons of GMA and the City TIP to ensure adequate transportation facilities are concurrent with development.

Policy T-6.8: Work with PSRC travel demand forecasts to identify state, regional, and local multimodal transportation system improvements deemed necessary to accommodate growth while improving safety and human health.

Policy T-6.9: Ensure that the transportation system provides for the safe, efficient, and reliable movement of people, goods, and services by prioritizing funding to maintain, rehabilitate, or replace roadways.

Policy T-6.10: Identify a timeline and secure funding for completion of an Americans with Disabilities Act (ADA) Title II Self-Assessment and Transition Plan.

Policy T-6.11: Work with WSDOT, Community Transit, and other agencies to ensure compatibility of traffic signal timing to improve efficiency of travel.

Policy T-6.12: Identify and preserve rights-of-way for future transportation system needs.

Goal 7. Financing and Implementation

Coordinate infrastructure planning and financing with City departments and other agencies to ensure that these plans are consistent with both local and regional mobility goals and land use plans.

Policy T-7.1: Develop the annual Six-Year Transportation Improvement Program (TIP) so it is financially feasible, leverages available City funding, and is consistent with the Comprehensive Plan. Pursue grants for funding a range of multimodal transportation improvements in the TIP."

Policy T-7.2: Pursue and implement alternative and innovative transportation financing methods to support ongoing maintenance, preservation, and operation of the City's transportation system.

Policy T-7.3: Develop a 20-year finance plan that balances transportation improvement needs, costs, and revenues available for all modes to assist in updating the Transportation Impact Fee (TIF) program and the annual adoption of the Six-Year Transportation Improvement Program (TIP).

Policy T-7.4: If projected funding is inadequate to finance needed transportation facilities, based on adopted level of service (LOS) standards and forecasted growth, the City will follow the reassessment strategy identified in the Transportation Element.

Policy T-7.5: Coordinate the planning, implementation, and operation of a safe and efficient multimodal transportation system with stakeholders including WSDOT, PSRC, Snohomish County, neighboring cities and counties, the Tulalip Tribes, and transit providers. Partner with other agencies to fund regional transportation improvement projects needed to serve the City.

Policy T-7.6: Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

Policy T-7.7: Ensure growth mitigates its impacts through payment of transportation impact fees, State Environmental Policy Act (SEPA) conditions, concurrency, and other development regulations.

Policy T-7.8: Work with adjoining agencies to mitigate development traffic impacts that cross jurisdictional boundaries.

Policy T-7.9: Consider supporting the use of Local Improvement Districts (LID) or other public/private funding for upgrading existing transportation facilities.



Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: September 24, 2024

SUBMITTED BY: Principal Planner Angela Gemmer, Community Development

ITEM TYPE: Discussion Item

AGENDA SECTION: **NEW BUSINESS**

SUBJECT: 2024 - 2029 School District Capital Facilities Plans for Lake Stevens and Lakewood School Districts

SUGGESTED ACTION: Suggested motion: I move to set a public hearing date for October 22, 2024 to consider the 2024 - 2029 School District Capital Facilities Plans for the Lake Stevens and Lakewood School Districts.

SUMMARY: Please see the attached memo and supporting documents for a discussion on this item.

ATTACHMENTS:

[Memo with 2024 - 2029 School District Capital Facilities Plans and exhibits](#)

MEMORANDUM

DATE: September 24, 2024
TO: Planning Commission
FROM: Angela Gemmer, Principal Planner
SUBJECT: 2024 – 2029 School District Capital Facilities Plans for
Lake Stevens and Lakewood School Districts (CPA24-001)
CC: Haylie Miller, Community Development Director
Chris Holland, Planning Manager

Exhibits:

1. Lake Stevens School District CFP with board resolution and SEPA determination
2. Lakewood School District CFP with board minutes and SEPA determination
3. Marysville School District Enrollment Forecast Memo

Pursuant to MMC 22D.040.030(1), any district serving the City of Marysville shall be eligible to receive school impact fees upon adoption by Marysville City Council of a Capital Facilities Plan (CFP) for the district as a sub-element of the Capital Facilities Element of the Marysville Comprehensive Plan. Districts' CFPs are reviewed and adopted on a biennial basis. This cycle, the Lake Stevens and Lakewood School Districts have submitted CFPs; however, only Lake Stevens is requesting school impact fees for 2025 – 2026. Due to declining enrollment, the Marysville School District has not submitted a CFP and will also not be requesting impact fees; however, the district furnished an Enrollment Forecast Memo (**Exhibit 3**).

Upon receipt of a district's CFP, the Community Development Department must determine:

1. That the analysis contained within the CFP is consistent with current data developed pursuant to the requirements of the Growth Management Act (GMA).
2. That any school impact fee proposed in the District's CFP has been calculated using the formula contained in MMC 22D.040.050 Table 1.
3. That the CFP has been adopted by the District's board of directors.

Based on a review of the Districts' CFPs, it appears each plan has been prepared pursuant to the requirements of the GMA (RCW 36.70A), the impact fees for Lake Stevens have been calculated using the formula contained in MMC 22D.040.050 Table 1, and the CFPs have been adopted by each district's board of directors.

The following is a breakdown of current and proposed impact fees, as outlined in the Districts' CFPs, applying the 50 percent pursuant to MMC 22D.040.050(1).

Lake Stevens School District	2022 - 2027 (current)	2024 - 2029 (proposed)	Difference
Single-family	\$11,434.00	\$13,730.00	+\$2,296.00
Townhouse/Multiplex	\$2,526.00	\$2,627.00	+\$101.00
Multi-family (studio or one bedroom unit)	\$0.00	\$0.00	\$0.00
Multi-family (two or more bedroom unit)	\$2,526.00	\$741.00	-\$1,785.00
Lakewood School District	2022 - 2027 (current)	2024 - 2029 (proposed)	Difference
Single-family	\$0.00	\$0.00	\$0.00
Multi-family (studio or one bedroom unit)	\$0.00	\$0.00	\$0.00
Multi-family (two or more bedroom unit)	\$0.00	\$0.00	\$0.00

Staff respectfully requests that the Planning Commission review the CFPs, ask questions of the districts' representatives, and move to set a public hearing date of October 22nd for the Lake Stevens and Lakewood Schools Districts' 2024 – 2029 CFPs.

Inspiring Excellence



LAKE STEVENS

School District

2024 – 2029 CAPITAL FACILITIES PLAN

LAKE STEVENS SCHOOL DISTRICT NO. 4

prepared for:

Snohomish County

And

City of Lake Stevens
City of Marysville

Final
July 10, 2024

CAPITAL FACILITIES PLAN

LAKE STEVENS SCHOOL DISTRICT NO. 4

BOARD OF DIRECTORS

Mari Taylor, President
David Iseminger, Vice President
Nina Kim Hanson
Vildan Kirby
Paul Lund

SUPERINTENDENT

Mary Templeton, Ed.D.

This plan is not a static document. It will change as demographics, information and District plans change. It is a “snapshot” of one moment in time.

For information on the Lake Stevens School District Capital Facilities Plan contact Robb Stanton at the District (425) 335-1500

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Appendix D: Student Generation Rates – FLO Analytics
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Appendix F: SEPA Checklist and Determination of Non-Significance
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SECTION 1: INTRODUCTION

Purpose of the Capital Facilities Plan

The Washington Growth Management Act (GMA) outlines thirteen broad goals including adequate provision of necessary public facilities and services. Schools are among these necessary facilities and services. The public school districts serving Snohomish County residents have developed capital facilities plans to satisfy the requirements of RCW 36.70A.070 and to identify additional school facilities necessary to meet the educational needs of the growing student populations anticipated in their districts.

This Capital Facilities Plan (CFP) is intended to provide the Lake Stevens School District (District), Snohomish County, the City of Lake Stevens, the City of Marysville and other jurisdictions a description of facilities needed to accommodate projected student enrollment at acceptable levels of service over the next twenty years (2044), with a more detailed schedule and financing program for capital improvements over the next six years (2024-2029). This CFP is based in large measure on the 2024 Facilities Needs Plan for the Lake Stevens School District.

When Snohomish County adopted its GMA Comprehensive Plan in 1995, it addressed future school capital facilities plans in Appendix F of the General Policy Plan¹. This part of the plan establishes the criteria for all future updates of the District CFP, which is to occur every two years. This CFP updates the GMA-based Capital Facilities Plan last adopted by the District in 2022.

In accordance with GMA mandates and Chapter 30.66C SCC, this CFP contains the following required elements:

Element	See Page	Table
Future enrollment forecasts for each grade span (elementary, middle, mid-high and high).	17	5-2
An inventory of existing capital facilities owned by the District, showing the locations and student capacities of the facilities.	12	4-1
A forecast of the future needs for capital facilities and school sites; distinguishing between existing and projected deficiencies.	19 20	6-1 6-2
The proposed capacities of expanded or new capital facilities.	22	6-3

¹ See Appendix F of this CFP

Element	See Page	Table
A six-year plan for financing capital facilities within projected funding capacities, which clearly identifies sources of public money for such purposes. The financing plan separates projects and portions of projects that add capacity from those which do not, since the latter are generally not appropriate for impact fee funding. The financing plan and/or the impact fee calculation formula must also differentiate between projects or portions of projects that address existing deficiencies (ineligible for impact fees) and those which address future growth-related needs.	22	6-3
A calculation of impact fees to be assessed and support data substantiating said fees.	Appendix A	
A report on fees collected through December 2023 and how those funds were used.	24	6-4

In developing this CFP, the guidelines of Appendix F of the General Policy Plan² were used as follows:

- Information was obtained from recognized sources, such as the U.S. Census or the Puget Sound Regional Council. School districts may generate their own data if it is derived through statistically reliable methodologies. Information is to be consistent with the State Office of Financial Management (OFM) population forecasts and those of Snohomish County.
- Chapter 30.66C SCC requires that student generation rates be independently calculated by each school district. Rates were updated for this CFP by FLO Analytics (See Appendix C).
- The CFP complies with RCW 36.70A (the Growth Management Act) and, where impact fees are to be assessed, RCW 82.02.
- The calculation methodology for impact fees meets the conditions and test of RCW 82.02. Districts which propose the use of impact fees should identify in future plan updates alternative funding sources if impact fees are not available due to action by the state, county or the cities within their district boundaries.

Adoption of this CFP by reference by the County and cities of Marysville and Lake Stevens constitutes approval of the methodology used herein by those entities.

Overview of the Lake Stevens School District

The Lake Stevens School District is located six miles east of downtown Everett and encompasses most of the City of Lake Stevens as well as portions of unincorporated Snohomish County and a small portion of the City of Marysville. The District is located south of the Marysville School District and north of the Snohomish School District.

The District currently serves a student population of 9,423³ with seven elementary schools, two middle schools, one mid-high school, one high school and one homeschool partnership program (HomeLink).

² See Appendix G of this CFP

³ March 2024 Headcount Report

Elementary schools provide educational programs for students in kindergarten through grade five. Middle schools serve grades six and seven, the mid-high serves grades eight and nine and the high school serves grades ten through twelve. HomeLink provides programs for students from kindergarten through eighth grade. The District employs over 600 certificated staff members and over 600 classified staff for a total of over 1,200.

Significant Issues Related to Facility Planning in the Lake Stevens School District

The most significant issues facing the Lake Stevens School District in terms of providing classroom capacity to accommodate existing and projected demands are:

- Continued housing growth in the District.
- The need to have unhoused students before becoming eligible for state construction funding.
- The implementation of reduced class sizes at the K-3 level at all elementary schools.
- Uneven distribution of growth across the district and an imbalance in growth in the north and south ends of the district, requiring facilities to balance enrollment.
- Increased critical areas regulations, decreasing the amount of developable area on school sites.
- Discounted school impact fees and changes to how and when these fees are calculated and paid, none of which supports mitigating the true impact of development.
- The need for additional property and lack of suitable sites within Urban Growth Area (UGA) boundaries to accommodate school facilities.
- The elimination of the ability to develop schools outside of UGAs.
- The inability to add temporary capacity with portable classrooms on school sites without costly stormwater and infrastructure improvements.
- Aging school facilities.
- Projected permanent capacity shortfall by 2029 for K-5 of 1,249 students (with no improvements).

These issues are addressed in greater detail in this Capital Facilities Plan.

SECTION 2: DEFINITIONS

Note: Definitions of terms preceded by an asterisk (*) are provided in Chapter 30.9SCC. They are included here, in some cases with further clarification to aid in the understanding of this CFP. Any such clarifications provided herein in no way affect the legal definitions and meanings assigned to them in Chapter 30.9 SCC.

*Appendix F means Appendix F of the Snohomish County Growth Management Act (GMA) Comprehensive Plan, also referred to as the General Policy Plan (GPP).

*Average Assessed Value average assessed value by dwelling unit type for all residential units constructed within the district. These figures are provided by Snohomish County. The current average assessed value for 2024 is \$621,496 for single-family detached residential dwellings; \$175,173 for one-bedroom (*Small*) multi-family units, and \$242,411 for two or more bedroom (*Large*) multi-family units.

*Boeckh Index (See Construction Cost Allocation)

*Board means the Board of Directors of the Lake Stevens School District (“School Board”).

Capital Bond Rate means the annual percentage rate computed against capital (construction) bonds issued by the District. For 2024, a rate of 3.48% is used. (See also “Interest Rate”)

*Capital Facilities means school facilities identified in the District’s capital facilities plan that are “system improvements” as defined by the GMA as opposed to localized “project improvements.”

*Capital Facilities Plan (CFP) means the District’s facilities plan adopted by its school board consisting of those elements required by Chapter 30.66C SCC and meeting the requirements of the GMA and Appendix F of the General Policy Plan. The definition refers to *this* document, which is consistent with the adopted “2024 Facilities Needs Plan for the Lake Stevens School District,” which is a separate document.

Construction Cost Allocation (formerly the Boeckh Index) means a factor used by OSPI as a guideline for determining the area cost allowance for new school construction. The Index for the 2024 Capital Facilities Plan is \$375.00, as provided by OSPI.

*City means City of Lake Stevens and/or City of Marysville.

*Council means the Snohomish County Council and/or the Lake Stevens or Marysville City Council.

*County means Snohomish County.

*Commerce means the Washington State Department of Commerce.

*Developer means the proponent of a development activity, such as any person or entity that owns or holds purchase options or other development control over property for which development activity is

proposed.

*Development means all subdivisions, short subdivisions, conditional use or special use permits, binding site plan approvals, rezones accompanied by an official site plan, or building permits (including building permits for multi-family and duplex residential structures, and all similar uses) and other applications requiring land use permits or approval by Snohomish County, the City of Lake Stevens and/or City of Marysville.

*Development Activity means any residential construction or expansion of a building, structure or use of land or any other change of building, structure or land that creates additional demand and need for school facilities but excluding building permits for attached or detached accessory apartments, and remodeling or renovation permits which do not result in additional dwelling units. Also excluded from this definition is “Housing for Older Persons” as defined by 46 U.S.C. § 3607, when guaranteed by a restrictive covenant, and new single-family detached units constructed on legal lots created prior to May 1, 1991.

*Development Approval means any written authorization from the County and/or City, which authorizes the commencement of a development activity.

*Director means the Director of the Snohomish County Department of Planning and Development Services (PDS), or the Director’s designee.

District means Lake Stevens School District No. 4.

*District Property Tax Levy Rate (Capital Levy) means the District's current capital property tax rate per thousand dollars of assessed value. For this Capital Facilities Plan, the assumed levy rate is .00120.

*Dwelling Unit Type means (1) single-family detached residences, (2) townhomes and multiplex units (duplexes, triplexes and quadplexes) and (3) multi-family apartment or condominium units.

*Encumbered means school impact fees identified by the District to be committed as part of the funding for capital facilities for which the publicly funded share has been assured, development approvals have been sought or construction contracts have been let.

*Estimated Facility Construction Cost means the planned costs of new schools or the actual construction costs of schools of the same grade span recently constructed by the District, including on-site and off-site improvement costs. If the District does not have this cost information available, construction costs of school facilities of the same or similar grade span within another District are acceptable.

*FTE (Full Time Equivalent) is a means of measuring student enrollment based on the number of hours per day in attendance at the District’s schools. A student is considered one FTE if they are enrolled for the equivalent of a full schedule each full day.

*GFA (per student) means the Gross Floor Area per student.

*Grade Span means a category into which the District groups its grades of students (e.g., elementary, middle, mid-high and high school).

Growth Management Act (GMA) - means the Growth Management Act (RCW 36.70A).

*Interest Rate means the current interest rate as stated in the Bond Buyer Twenty Bond General Obligation Bond Index. For this Capital Facilities Plan an assumed rate of 3.48% is used, as provided by Snohomish County. (See also “Capital Bond Rate”)

*Land Cost Per Acre means the estimated average land acquisition cost per acre (in current dollars) based on recent site acquisition costs, comparisons of comparable site acquisition costs in other districts, or the average assessed value per acre of properties comparable to school sites located within the District. In 2024 the District estimates land costs to average \$200,000 per acre.

*Multi-Family Dwelling Unit means any residential dwelling unit that is not a single-family unit as defined by Chapter 30.66C. SCC³

*OFM means Washington State Office of Financial Management.

*OSPI means Washington State Office of the Superintendent of Public Instruction.

*Permanent Facilities means school facilities of the District with a fixed foundation.

*R.C.W. means the Revised Code of Washington (a state law).

*Relocatable Facilities (also referred to as temporary classrooms or portables) means factory-built structures, transportable in one or more sections, which are designed to be used as an education space and are needed:

- to prevent the overbuilding of school facilities,
- to meet the needs of service areas within the District, or
- to cover the gap between the time that families move into new residential developments and the date that construction is completed on permanent school facilities.

*Relocatable Facilities Cost means the total cost, based on actual costs incurred by the District, for purchasing and installing portable classrooms.

*Relocatable Facilities Student Capacity means the rated capacity for a typical portable classroom used for a specified grade span.

*School Impact Fee means a payment of money imposed upon development as a condition of development approval to pay for school facilities needed to serve the new growth and development. The school impact fee does not include a reasonable permit fee, an application fee, the administrative fee for collecting and handling impact fees, or the cost of reviewing independent fee calculations.

*SEPA means the State Environmental Policy Act (RCW 43.21C).

*Single-Family Dwelling Unit means any detached residential dwelling unit designed for occupancy by a single-family or household.

*Standard of Service means the standard adopted by the District which identifies the program year, the class size by grade span and taking into account the requirements of students with special needs, the number of classrooms, the types of facilities the District believes will best serve its student population and other factors as identified in the District's capital facilities plan. The District's standard of service shall not be adjusted for any portion of the classrooms housed in relocatable facilities that are used as temporary facilities or from any specialized facilities housed in relocatable facilities.

*State Match Percentage means the proportion of funds that are provided to the District for specific capital projects from the State's Common School Construction Fund. These funds are disbursed based on a formula which calculates district assessed valuation per pupil relative to the whole State assessed valuation per pupil to establish the maximum percentage of the total project eligible to be paid by the State.

*Student Factor (Student Generation Rate [SGR]) means the number of students of each grade span (elementary, middle, mid-high and high school) that the District determines are typically generated by different dwelling unit types within the District⁴. Each District will use a survey or statistically valid methodology to derive the specific student generation rate, provided that the survey or methodology is approved by the Snohomish County Council as part of the adopted capital facilities plan for each District. (See Appendix C)

*Subdivision means all small and large lot subdivisions as defined in Section 30.41 of the Snohomish County Code.

*Teaching Station means a facility space (classroom) specifically dedicated to implementing the District's educational program and capable of accommodating at any one time, at least a full class of up to 30 students. In addition to traditional classrooms, these spaces can include computer labs, auditoriums, gymnasiums, music rooms and other special education and resource rooms.

*Unhoused Students means District enrolled students who are housed in portable or temporary classroom space, or in permanent classrooms in which the maximum class size is exceeded.

*WAC means the Washington Administrative Code.

⁴ For purposes of calculating Student Generation Rates, assisted living or senior citizen housing are not included.

SECTION 3: DISTRICT EDUCATIONAL PROGRAM STANDARDS

School facility and student capacity needs are dictated by the types and amounts of space required to accommodate the District's adopted educational program. The educational program standards that typically drive facility space needs include grade configuration, optimum facility size, class size, educational program offerings, classroom utilization and scheduling requirements, and use of relocatable classroom facilities (portables). Educational Program Standards are the same as the minimum level of service as required by Appendix F of the Growth Management Comprehensive Plan.

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

Examples of special programs offered by the Lake Stevens School District at specific school sites include:

- Behavioral Program
- Bilingual Program
- Career and Technical Education
- Community Education
- Conflict Resolution
- Contract-Based Learning
- Credit Retrieval
- Drug Resistance Education
- Early Learning Center, which includes ECEAP and developmental preschool
- Full-day Kindergarten
- Highly Capable
- Home School Parent Partnership (HomeLink)
- Language Assistance Program (LAP)
- Life Skills Self-Contained Program
- Multi-Age Instruction
- Multi-tiered Systems of Support
- Occupational and Physical Therapy
- Online Distance Learning
- Running Start
- Speech and Language Pathologists
- Structured Learning Center Self-Contained Program
- Summer School
- Title 1
- Title 2

Variations in student capacity between schools are often a result of what special or nontraditional

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

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

In addition, districts are wrestling with the outcomes from the McCleary decision and additional funding and requirements from OSPI and the state Legislature. Many of these outcomes, like full-day kindergarten and reduced class sizes at the elementary level and new graduation requirements at the high school level can have significant impacts to the use of facilities. These will need to be incorporated into the District's facility capacities and uses.

The District's minimum educational program requirements, which directly affect school capacity, are outlined below for the elementary, middle, mid-high and high school grade levels.

Educational Program Standards for Elementary Grades

- Average class size for kindergarten should not exceed **23** students.
- Average class size for grades 1-3 should not exceed **25** students.
- Average class size for grades 4-5 should not exceed **27** students.
- Special Education for students may be provided in a self-contained classroom. The practical capacity for these classrooms is **12** students.
- All students will be provided music instruction in a separate classroom.
- Optimum design capacity for new elementary schools is 650 students. However, the actual capacity of individual schools may vary depending on the educational programs offered.

Educational Program Standards for Middle, Mid-High and High Schools

- Class size for secondary grade (6-12) regular classrooms should not exceed **30** students.
- Special Education for students may be provided in a self-contained classroom. The practical capacity for these classrooms is 12 students.
- As a result of scheduling conflicts for student programs, the need for specialized rooms for certain programs, and the need for teachers to have a workspace during planning periods, it is not possible to achieve 100% utilization of all regular teaching stations throughout the day. Therefore, classroom capacity is adjusted using a utilization factor of 83% at the high school, mid-high and middle school levels.
- Some Special Education services for students will be provided in a self-contained classroom.
- Identified students will also be provided other nontraditional educational opportunities in classrooms designated as follows:
 - Resource Rooms (i.e., computer labs, study rooms).
 - Special Education Classrooms.

- Program Specific Classrooms:
 - Music
 - Physical Education
 - Drama
 - Family and Consumer Sciences
 - Art
 - Career and Technical Education

Optimum design capacity for new middle schools is 750 students. Optimum design capacity for new high schools is 2,000 students. The actual capacity of individual schools may vary depending on the educational programs offered.

Minimum Educational Program Standards

The Lake Stevens School District will evaluate student housing levels based on the District as a whole system and not on a school by school or site by site basis. This may result in portable classrooms being used as interim housing, attendance boundary changes or other program changes to balance student housing across the system.

The Lake Stevens School District has set minimum educational program standards based on several criteria. Exceeding these minimum standards will trigger significant changes in program delivery. If there are 27 or fewer students in a majority of K-5 classrooms, the standards have been met; if there are 30 or fewer students in a majority of 6-12 classrooms, the minimum standards have been met. The Lake Stevens School District meets these standards at all grade levels.

Table 3-1 – Minimum Educational Program Standards (MEPS) Met

Grade Level	Classrooms Meeting MLOS	Total Classrooms	% Meeting MEPS
Total Elementary	180	186	97%
Total Secondary	188	196	96%
District Total	368	382	96%

It should be noted that the minimum educational program standard is just that, a minimum, and not the desired or accepted operating standard. Also, portables are used to accommodate students within District standards, but are not considered a permanent solution. (See Chapter 4).

SECTION 4: CAPITAL FACILITIES INVENTORY

Capital Facilities

Under GMA, public entities are required to inventory capital facilities used to serve the existing populations. Capital facilities are defined as any structure, improvement, piece of equipment, or other major asset, including land that has a useful life of at least ten years. The purpose of the facilities inventory is to establish a baseline for determining what facilities will be required to accommodate future demand (student enrollment) at acceptable or established levels of service. This section provides an inventory of capital facilities owned and operated by the Lake Stevens School District including schools, portables, developed school sites, undeveloped land and support facilities. School facility capacity was inventoried based on the space required to accommodate the District's adopted educational program standards (see Section 3). A map showing locations of District school facilities is provided as Figure 1.

Schools

The Lake Stevens School District includes: seven elementary schools grades K-5, two middle schools grades 6-7, one mid-high school grades 8-9, one high school grades 10-12, and an alternative K-8 home school partnership program (HomeLink).

The Office of the Superintendent of Public Instruction (OSPI) calculates school capacity by dividing gross square footage of a building by a standard square footage per student. This method is used by the State as a simple and uniform approach for determining school capacity for purposes of allocating available State Match Funds to school districts for school construction. However, this method is not considered an accurate reflection of the capacity required to accommodate the adopted educational program of each individual district. For this reason, school capacity was determined based on the number of teaching stations within each building and the space requirements of the District's adopted education program. These capacity calculations were used to establish the District's baseline capacity and determine future capacity needs based on projected student enrollment. The school capacity inventory is summarized in Table 4-1.

Table 4-1 – School Capacity Inventory

School Name	Site Size (acres)	Bldg. Area (Sq. Ft.)	Teaching Stations - Regular	Teaching Stations - SPED	Perm. Student Capacity*	Capacity with Portables	Year Built or Last Remodel	Potential for Expansion of Perm. Facility
Elementary Schools								
Glenwood Elementary	9.0	50,513	22	2	474	599	1992	Yes
Highland Elementary	8.7	53,725	20	2	440	590	1999	Yes
Hillcrest Elementary	15.0	55,571	22		484	779	2008	Yes
Mt. Pilchuck Elementary	22.0	55,282	22	2	490	565	2008	Yes
Skyline Elementary	15.0	52,417	19	4	439	539	1992	Yes
Stevens Creek Elementary	20.0	83,244	26	2	574	624	2018	Yes
Sunnycrest Elementary	15.0	50,592	24		519	619	2009	Yes
Elementary Total	104.7	401,344	155	12	3,420	4,315		
Middle Schools								
Lake Stevens Middle School	25.0	86,206	26	5	637	829	1996	Yes
North Lake Middle School	15.0	91,516	34	2	787	887	2001	Yes
Middle School Total	40.0	177,722	60	7	1,424	1,716		
Mid-High								
Cavelero Mid-High School	37.0	225,612	62	8	1,484	1,529	2007	Yes
Mid-High Total	37.0	225,612	62	8	1,484	1,529		
High Schools								
Lake Stevens High School	38.0	312,598	86	6	1,997	1,997	2021	Yes
High School Total	38.0	312,598	86	6	1,997	1,997		
District Totals	219.7	1,117,276	363	33	8,325	9,557		

*Note: Student Capacity is exclusive of portables and includes adjustments for special programs.

Leased Facilities

The District does not lease any permanent classrooms.

Relocatable Classrooms (Portables)

Portables are used as temporary classroom space to house students until funding can be secured to construct permanent classroom facilities. Portables are not viewed by the District as a solution for housing students on a permanent basis. The Lake Stevens School District currently uses 92 portable classrooms at various school sites throughout the District to provide temporary capacity for K-12 students. This compares with 75 portables used in 2020. A typical portable classroom can provide capacity for a full-size class of students. Current use of portables throughout the District is summarized in Table 4-2.

Table 4-2 – Portables

School Name	Portable Classrooms	Capacity in Portables	Remaining Useful Life	Portable Area (ft ²)
<u>ELEMENTARY SCHOOLS</u>				
Glenwood	10	125	Good/excellent	8,960
Highland	10	150	Good	8,960
Hillcrest	21	295	Good/excellent	18,816
Mt. Pilchuck	9	75	Good	8,064
Skyline	11	100	Good/excellent	9,856
Stevens Creek	2	50	Excellent	1,792
Sunnycrest	7	100	Good	6,272
Elementary Total	70	895		62,720
<u>MIDDLE SCHOOLS</u>				
Lake Stevens Middle	11	192	Good	9,856
North Lake Middle	9	100	Good	8,064
Middle Schools Total	20	292		17,920
<u>MID-HIGH SCHOOL</u>				
Cavelero Mid-High	2	45	Excellent	1,792
Mid-High Total	2	45		1,792
<u>HIGH SCHOOL</u>				
Lake Stevens High School	0	0		0
High School Total	0	0		0
District K-12 Total	92	1,232		82,432

The District will continue to purchase or move existing portables, as needed, to cover the gap between the time that families move into new residential developments and the time the District is able to complete construction on permanent school facilities.

Support Facilities

In addition to schools, the Lake Stevens School District owns and operates additional facilities that provide operational support functions to the schools. An inventory of these facilities is provided in Table 4-3.

Table 4-3 – Support Facilities

Facility	Site Acres	Building Area (sq.ft.)
Education Service Center	1.4	14,771
Grounds	1.0	2,788
Maintenance	1.0	5,724
Transportation	6.0	15,589
Support Facility Total	9.4	38,872

Land Inventory

The Lake Stevens School District owns four undeveloped sites described below:

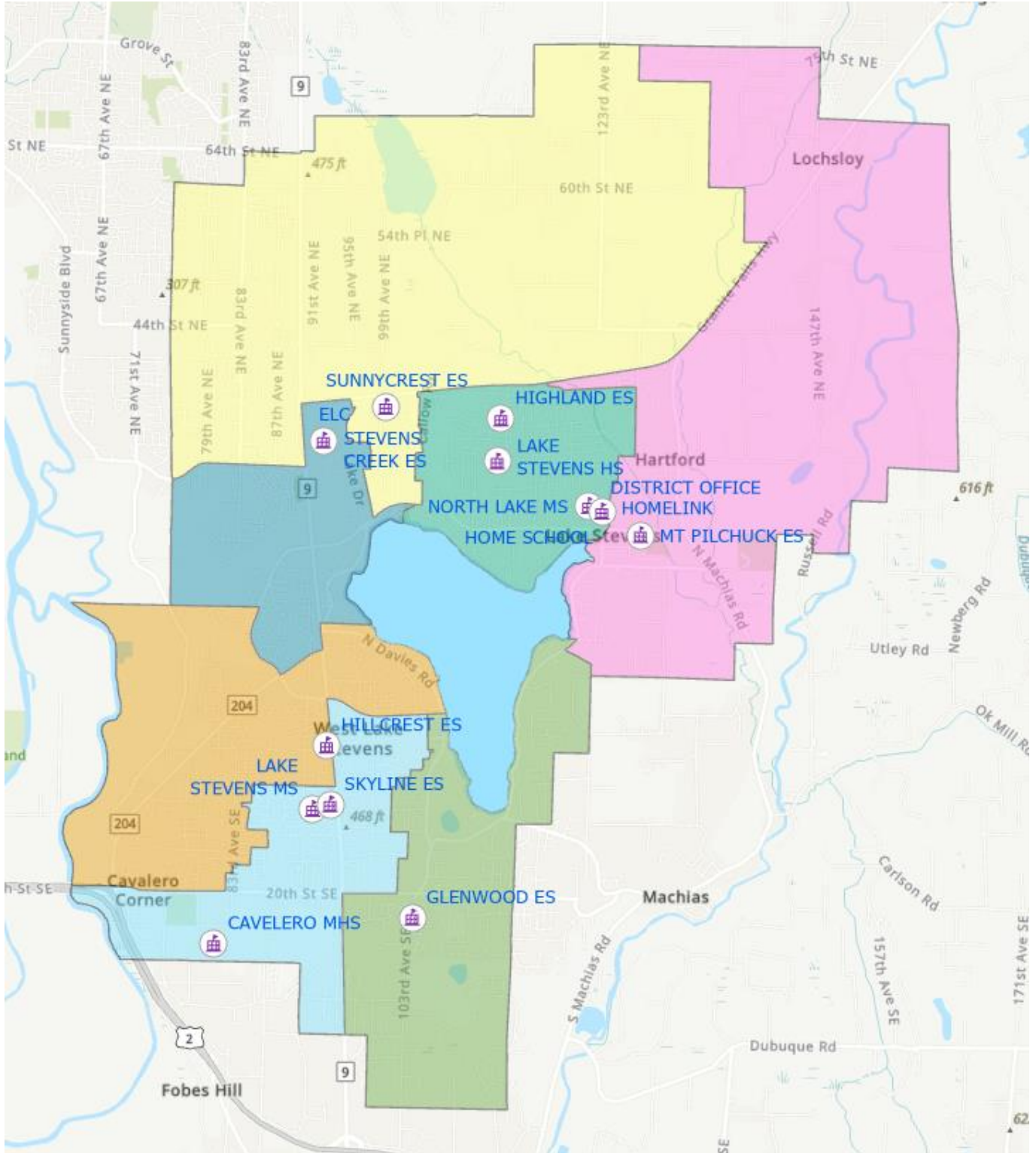
Ten acres located in the northeast area of the District (Lochsloy area), west of Highway 92. This site will eventually be used for an elementary school (beyond the year 2029). It is presently used as an auxiliary sports field.

An approximately 35-acre site northeast of the intersection of Highway 9 and Soper Hill Road bordered by Lake Drive on the east. This is the site of the district's newest elementary school and early learning center. The remainder of the site is planned for a future school.

A parcel of approximately 23 acres located at 20th Street SE and 83rd Street. This property was donated to the School District for an educational facility. The property is encumbered by wetlands and easements, leaving less than 10 available acres. It is planned to be a future elementary school.

A 2.42-acre site (Jubb Field) located in an area north of Highway #92 is used as a small softball field. It is not of sufficient size to support a school.

Figure 1 – Map of District Facilities

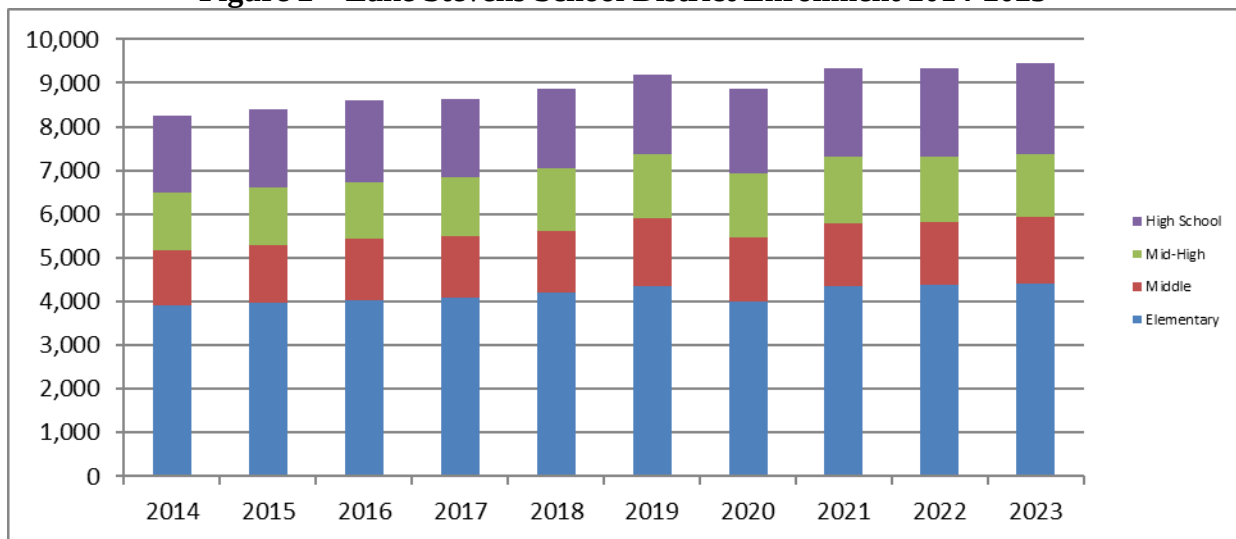


SECTION 5: STUDENT ENROLLMENT TRENDS AND PROJECTIONS

Historic Trends and Projections

Student enrollment in the Lake Stevens School District remained relatively constant between 1973 and 1985 (15%) and then grew significantly from 1985 through 2005 (approximately 120%). Between 2014 and 2023, student enrollment increased by 1,193 students, over 14%. The District has been and is projected to continue to be one of the fastest growing districts in Snohomish County based on the OFM-based population forecast. Population is estimated by the County to rise from 50,461 in 2020 to almost 67,294 in Year 2044, an increase of 33%.

Figure 2 – Lake Stevens School District Enrollment 2014-2023



Enrollment projections are most accurate for the initial years of the forecast period. Moving further into the future, economic conditions and demographic trends in the area affect the estimates. Monitoring population growth for the area is an essential yearly activity in the ongoing management of the capital facilities plan. In the event enrollment growth slows, plans for new facilities can be delayed. It is much more difficult, however, to initiate new projects or speed projects up in the event enrollment growth exceeds the projections. Table 5-1 shows enrollment growth from 2014 to 2023 according to OSPI and District records.

Table 5-1 - Enrollment 2014-2023

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Elementary	3,917	3,971	4,030	4,083	4,207	4,362	3,998	4,354	4,372	4,397
Middle	1,261	1,314	1,398	1,405	1,414	1,556	1,468	1,426	1,450	1,527
Mid-High	1,318	1,331	1,312	1,344	1,426	1,448	1,476	1,524	1,497	1,447
High School	1,757	1,776	1,871	1,814	1,828	1,834	1,912	2,021	2,020	2,075
Total	8,253	8,392	8,611	8,646	8,875	9,200	8,854	9,325	9,339	9,446

Note that the District's enrollment dropped by 346 students (3.8%) in 2020. In 2020, education was mostly held remotely due to the COVID-19 pandemic, and many districts experienced enrollment

declines. Unlike many districts, however, enrollment in Lake Stevens bounced back up by 471 students (5.3%) in 2021 and enrollment has continued to grow since.

The District has used either a Ratio Method for its projections or accepted the projections from the State Office of the Superintendent of Public Instruction (OSPI). The Ratio Method (See Appendix C) estimates future enrollments as a percentage of total population, which is tracked for past years, with assumptions being made for what this percentage will be in future years. Between 2010-2023, the average percentage was 18.46%. For future planning, a level rate of 17.41% was used through 2029 and for Year 2044. These assumptions recognize a trend toward lower household sizes offset by significant growth anticipated in the Lake Stevens area. OSPI methodology uses a modified cohort survival method which is explained in Appendix B.

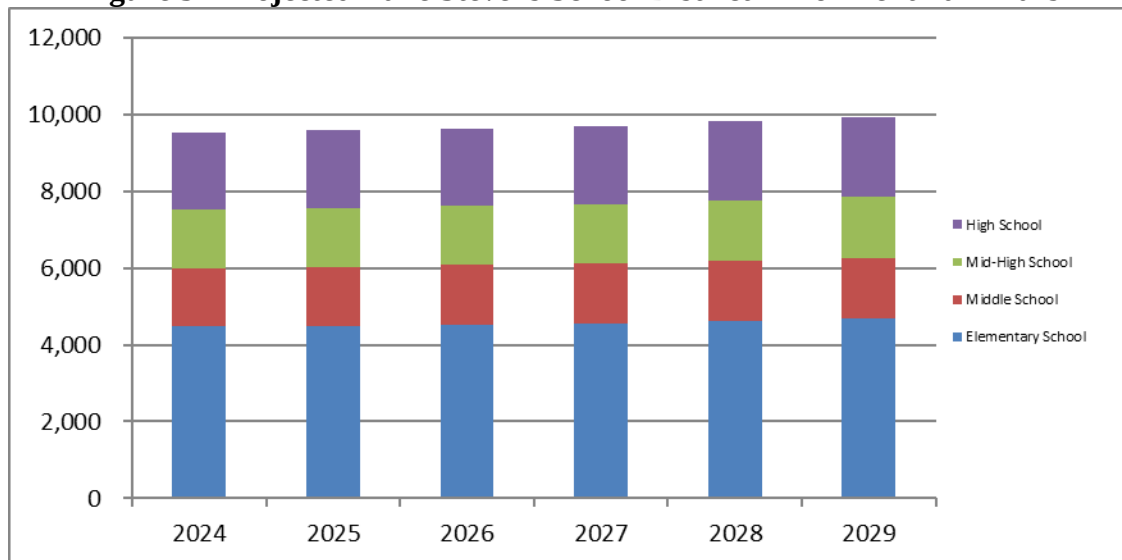
Ratio Method estimates are found in Table 5-2. These have been adopted as part of this Capital Facilities Plan.

Table 5-2 - Projected Enrollment 2024-2029

	2023*	2024	2025	2026	2027	2028	2029
Elementary School	4,397	4,469	4,499	4,528	4,557	4,613	4,669
Middle School	1,527	1,521	1,531	1,541	1,551	1,570	1,589
Mid-High School	1,447	1,521	1,531	1,541	1,551	1,570	1,589
High School	2,075	1,997	2,010	2,023	2,036	2,061	2,086
Total	9,446	9,508	9,571	9,633	9,695	9,814	9,933

*October 2023 Headcount

Figure 3 - Projected Lake Stevens School District Enrollment 2024-2029



In summary, the Ratio Method estimates that headcount enrollment will total 9,933 students in 2029. This represents a 5.2% increase over 2023. The District accepts the Ratio Method estimate for its 2024 CFP planning.

2044 Enrollment Projection

The District projects a 2044 student enrollment of 11,716 based on the Ratio method. (OSPI does not

forecast enrollments beyond 2029). The forecast is based on the County’s OFM-based population forecast of 67,294 in the District. Although student enrollment projections beyond 2029 are highly speculative, they are useful for developing long-range comprehensive facilities plans. These long-range enrollment projections may also be used in determining future site acquisition needs.

Table 5-3 - Projected 2044 Enrollment

Grade Span	Projected 2044 FTE Student Enrollment
Elementary (K-5)	5,467
Middle (6-7)	1,883
Mid-High (8-9)	1,878
High (10-12)	2,488
District Total (K-12)	11,716

The 2044 estimate represents a 24% increase over 2023 enrollment levels. The total population in the Lake Stevens School District is forecasted to rise by 24%. The total enrollment estimate was broken down by grade span to evaluate long-term site acquisition needs for elementary, middle school, mid-high school and high school facilities. Enrollment by grade span was determined based on recent and projected enrollment trends at the elementary, middle, mid-high and high school levels.

Again, the 2044 estimates are highly speculative and are used only for general planning purposes. Analysis of future facilities and capacity needs is provided in Section 6 of this Capital Facilities Plan.

SECTION 6: CAPITAL FACILITIES PLAN

Existing Deficiencies

Current enrollment at each grade level is identified in Table 5-2. The District currently (2023) has 977 unhoused students at the elementary level, 103 unhoused students at the middle school level and 78 unhoused students at the high school level. It has excess capacity (37) at the mid-high school.

Facility Needs (2024-2029)

Projected available student capacity was derived by subtracting projected student enrollment from 2023 permanent school capacity (excluding portables) for each of the six years in the forecast period (2024-2029). The District's enrollment projections in Table 5-2 have been applied to the existing capacity (Table 4-1). If no capacity improvements were to be made by the year 2029 the District would be over capacity at the elementary level by 1,249 students, 165 students at the middle school level, 105 students at the mid-high school and 89 students at the high school.

These projected future capacity needs are depicted on Table 6-1. This table compares actual future space needs with the portion of those needs that are "growth related." RCW 82.02 and Chapter 30.66C SCC mandate that new developments cannot be assessed impact fees to correct existing deficiencies. Thus, any capacity deficiencies existing in the District in 2021 must be deducted from the total projected deficiencies before impact fees are assessed.

Table 6-1 - Projected Additional Capacity Needs 2024 – 2029

Grade Span	2023 *	2024	2025	2026	2027	2028	2029
Elementary (K-5)							
Permanent capacity	3,420	3,420	3,420	3,420	3,420	3,420	3,420
Enrollment	4,397	4,469	4,498	4,528	4,557	4,613	4,669
Capacity Surplus/(Deficit)	(977)	(1,049)	(1,078)	(1,108)	(1,137)	(1,193)	(1,249)
Growth Related		(72)	(101)	(131)	(160)	(216)	(272)
Middle School (6-7)							
Permanent capacity	1,424	1,424	1,424	1,424	1,424	1,424	1,424
Enrollment	1,527	1,521	1,531	1,541	1,551	1,570	1,589
Capacity Surplus/(Deficit)	(103)	(97)	(107)	(117)	(127)	(146)	(165)
Growth Related		0	(4)	(14)	(24)	(43)	(62)
Mid-High (8-9)							
Permanent capacity	1,484	1,484	1,484	1,484	1,484	1,484	1,484
Enrollment	1,447	1,521	1,531	1,541	1,551	1,570	1,589
Capacity Surplus/(Deficit)	37	(37)	(47)	(57)	(67)	(86)	(105)
Growth Related		(74)	(84)	(94)	(104)	(123)	(142)
High School (10-12)							
Permanent capacity	1,997	1,997	1,997	1,997	1,997	1,997	1,997
Enrollment	2,075	1,997	2,010	2,023	2,036	2,061	2,086
Capacity Surplus/(Deficit)	(78)	0	(13)	(26)	(39)	(64)	(89)
Growth Related		0	0	0	0	0	(11)

* October 2023 enrollment

Figures assume no capital improvements.

Forecast of Future Facility Needs through 2044

Additional elementary, middle, mid-high and high school classroom space will need to be constructed between 2022 and 2044 to meet the projected student population increase. The District will have to purchase additional school sites to facilitate growth during this time frame. By the end of the six-year forecast period (2027), additional permanent student capacity will be needed as follows:

Table 6-2 –Additional Capacity Need 2029 & 2044

Grade Level	2024 Capacity	2029 Enrollment	2029 Additional Capacity Needed	2044 Enrollment	2044 Additional Capacity Needed
Elementary	3,420	4,669	1,249	5,467	2,047
Middle School	1,424	1,589	165	1,883	459
Mid-High	1,484	1,589	105	1,878	394
High School	1,997	2,086	89	2,488	491
Total	8,325	9,933	1,608	11,716	3,391

Planned Improvements (2024-2029)

The following is a brief outline of those projects likely needed to accommodate unhoused students in the Lake Stevens School District through the Year 2029 based on OSPI enrollment projections.

Elementary Schools: Based upon current enrollment estimates, elementary student population will increase to the level of requiring two new elementary schools. The CFP reflects acquisition of land for two schools and the construction of one new elementary and expansion of two existing elementaries in 2026 and 2027, although the exact timing is unknown at this time.

Middle Schools: Based upon current enrollment estimates, middle school student population will increase to the level of requiring an expansion of an existing middle school. The CFP reflects the expansion of a middle school in 2027, although the exact timing is unknown at this time.

Interim Classroom Facilities (Portables): Additional portables will be purchased in future years, as needed. However, it remains a District goal to house all students in permanent facilities.

Site Acquisition and Improvements: Two additional elementary school sites will be needed in areas where student growth is taking place. The 10-acre Lochsloy property is in the far corner of the district, not in an area of growth and will not meet this need. Affordable land suitable for school facilities will be difficult to acquire.

Support Facilities

The District has added a satellite pupil transportation lot at Cavelero Mid High to support the growing needs for the district. This is a temporary measure until a site can be acquired and a new, larger pupil transportation center can be built.

Capital Facilities Six-Year Finance Plan

The Six Year Finance Plan shown on Table 6-3 demonstrates how the District intends to fund new construction and improvements to school facilities for the years 2024-2029. The financing components include bond issue(s), state match funds, school mitigation and impact fees.

The financing plan separates projects and portions of projects that add capacity from those that do not, since the latter are generally not appropriate for impact fee funding. The financing plan and impact fee calculation formula also differentiate between projects or portions of projects that address existing deficiencies (ineligible for impact fees) and those which address future growth-related needs.

Table 6-3 – 2024-2029 Capital Facilities Plan

Estimated Project Cost by Year (In \$Millions)	2024	2025	2026	2027	2028	2029	Total	Local Cost*	State Match
Improvements Adding Student Capacity									
Elementary									
Site Acquisition									
Acres				20			20		
Purchase Cost				\$ 4.00			\$ 4.00	\$ 4.00	\$ -
Capacity Addition				1300			1300		
Relocatable Facilities Cost							\$ -	\$ -	
Capacity Addition							0		
Construction Cost			\$148.90	\$ 70.70			\$219.60	\$187.10	\$32.50
Capacity Addition			850	125			975		
Middle									
Site Acquisition									
Acres							-		
Purchase Cost							\$ -	\$ -	\$ -
Capacity Addition							-		
Relocatable Facilities Cost		\$ 0.25	\$ 0.25				\$ 0.50	\$ 0.50	\$ -
Capacity Addition		50	50				100		
Construction Cost				\$ 98.80			\$ 98.80	\$ 71.50	\$27.30
Capacity Addition				200			200		
Mid-High									
Site Acquisition									
Acres							-		
Purchase Cost							\$ -	\$ -	\$ -
Capacity Addition							-		
Relocatable Facilities Cost		\$ 0.25		\$ 0.50			\$ 0.75	\$ 0.75	\$ -
Capacity Addition		50		100			150		
Construction Cost							\$ -	\$ -	\$ -
Capacity Addition							-		
High School									
Site Acquisition									
Acres							-		
Purchase Cost							\$ -	\$ -	\$ -
Capacity Addition							-		
Relocatable Facilities Cost							\$ -	\$ -	\$ -
Capacity Addition							0		
Construction Cost				\$ 27.70			\$ 27.70	\$ 27.70	\$ -
Capacity Addition				200			200		
Student Capacity Total Cost	\$-	\$ -	\$ 148.9	\$ 201.2	\$-	\$-	\$ 350.1	\$ 290.3	\$ 59.8
Improvements Not Adding Student Capacity									
Elementary									
Construction Cost							\$ -	\$ -	\$ -
Middle									
Construction Cost							\$ -	\$ -	\$ -
Mid-High									
Construction Cost							\$ -	\$ -	\$ -
High School									
Construction Cost							\$ -	\$ -	\$ -
District-wide Improvements									
Construction Cost		\$13.30	\$ 7.40	\$ 7.00			\$ 27.70	\$ 27.70	\$ -
Non-Student Capacity Total Cost	\$-	\$13.30	\$ 7.40	\$ 7.00	\$-	\$-	\$ 27.70	\$ 27.70	\$ -
Elementary (including land acquisition)	\$-	\$ -	\$148.90	\$ 74.70	\$-	\$-	\$223.60	\$191.10	\$32.50
Middle	\$-	\$ 0.25	\$ 0.25	\$ 98.80	\$-	\$-	\$ 99.30	\$ 72.00	\$27.30
Mid-High	\$-	\$ 0.25	\$ -	\$ 0.50	\$-	\$-	\$ 0.75	\$ 0.75	\$ -
High School	\$-	\$ -	\$ -	\$ 27.70	\$-	\$-	\$ 27.70	\$ 27.70	\$ -
District Wide	\$-	\$13.30	\$ 7.40	\$ 7.00	\$-	\$-	\$ 27.70	\$ 27.70	\$ -
Annual Total	\$-	\$13.80	\$156.55	\$208.70	\$-	\$-	\$379.05	\$319.25	\$59.80

*Local Costs include funds currently available, impact fees to be collected and bonds or levies not yet approved.

General Obligation Bonds: Bonds are typically used to fund the construction of new schools and other capital improvement projects. A 60% voter approval is required to pass a bond. Bonds are then retired through collection of property taxes. A capital improvements bond for \$116,000,000 was approved by the electorate in February 2016. Funds have been used to construct a new elementary school and modernize Lake Stevens High School, as well as fund other non-growth-related projects.

The total costs of the growth-related projects outlined in Table 6-3 represent recent and current bids per information obtained through OSPI, the District's architect and neighboring school districts that have recently or are planning to construct classroom space. An escalation factor of 5.5% per year has been applied out to 2029.

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 predominately 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 establish a moratorium on certain projects.

School districts may qualify for State matching funds for a specific capital project. To qualify, a project must first meet State-established criteria of need. This is determined by a formula that specifies the amount of square footage the State will help finance to house the enrollment projected for the district. If a project qualifies, it can become part of a State prioritization system. This system prioritizes allocation of available funding resources to school districts based on a formula which calculates district assessed valuation per pupil relative to the whole State assessed valuation per pupil to establish the percent of the total project cost to be paid by the State for eligible projects.

State Match Funds can only be applied to major school construction projects. Site acquisition and minor improvements are not eligible to receive matching funds from the State. Because state matching funds are dispersed after a district has paid its local share of the project, matching funds from the State may not be received by a school district until after a school has been constructed. In such cases, the District must "front fund" a project. That is, the District must finance the project with local funds. When the State share is finally disbursed (without accounting for escalation) the future District project is partially reimbursed.

Because of the method of computing state match, the District has historically received approximately 30% of the actual cost of school construction in state matching funds. For its 2024 CFP, the District assumes a 30% match.

School Impact Fees: Development impact fees have been adopted by several jurisdictions as a means of supplementing traditional funding sources for construction of public facilities needed to accommodate new development. School impact fees are generally collected by the permitting agency at the time building permits or certificates of occupancy are issued.

Impact fees have been calculated utilizing the formula in Chapter 30.66C SCC. The resulting figures are based on the District's cost per dwelling unit to purchase land for school sites, make site improvements, construct schools and purchase, install or relocate temporary facilities (portables). Credits have also

been applied in the formula to account for state match funds to be reimbursed to the District and projected future property taxes to be paid by the owner of a dwelling unit. The costs of projects that do not add capacity or which address existing deficiencies have been eliminated from the variables used in the calculations. Only capacity improvements are eligible for impact fees.

Shown on Table 6-4, since 2012 the Lake Stevens School District has collected and expended the following impact fees:

Table 6-4 – Impact Fee Revenue and Expenditures

Year	Revenue	Expenditure
2023	\$ 2,782,209	\$ 1,889,623
2022	\$ 3,007,540	\$ 2,204,707
2021	\$ 3,855,167	\$ 4,334,823
2020	\$ 4,438,497	\$ 5,235,528
2019	\$ 4,483,964	\$ 4,177,428
2018	\$ 1,760,609	\$ 4,076,918
2016	\$ 1,595,840	\$ 1,872,014
2014	\$ 698,188	\$ 1,389,784
2013	\$ 1,005,470	\$ 22,304
2012	\$ 1,526,561	\$ -
Total	\$25,154,045	\$25,203,129

The law allows ten years for collected dollars to be spent.

By ordinance, new developments cannot be assessed impact fees to correct existing deficiencies. Thus, existing capacity deficiencies must be deducted from the total projected deficiencies in the calculation of impact fees.

The financing plan separates projects and portions of projects that add capacity from those that do not, since non-capacity improvements are not eligible for impact fee funding. The financing plan and impact fee calculation also differentiate between projects or portions of projects that address existing deficiencies (ineligible for impact fees) and those which address future growth-related needs (Table 6-1). From this process, the District can develop a plan that can be translated into a bond issue package for submittal to District voters, if deemed appropriate.

Table 6-5 presents an estimate of the permanent capacity impacts of the proposed capital construction projects. This does not take into consideration temporary facilities for the reasons stated earlier.

Table 6-5 – Projected Growth-Related Capacity (Deficit) After Programmed Improvements

2023	Elementary	Middle	Mid-High	High School
Existing Capacity	3,420	1,424	1,484	1,997
Programmed Improvement Capacity				
Capacity After Improvement	3,420	1,424	1,484	1,997
Current Enrollment	4,397	1,527	1,447	2,075
Surplus (Deficit) After Improvement	(977)	(103)	37	(78)
2024	Elementary	Middle	Mid-High	High School
Existing Capacity	3,420	1,424	1,484	1,997
Programmed Improvement Capacity	0	0	0	0
Capacity After Improvement	3,420	1,424	1,484	1,997
Projected Enrollment	4,469	1,521	1,521	1,997
Surplus (Deficit) After Improvement	(1,049)	(97)	(37)	0
2025	Elementary	Middle	Mid-High	High School
Existing Capacity	3,420	1,424	1,484	1,997
Programmed Improvement Capacity	0	0	0	0
Capacity After Improvement	3,420	1,424	1,484	1,997
Projected Enrollment	4,498	1,531	1,531	2,010
Surplus (Deficit) After Improvement	(1,078)	(107)	(47)	(13)
2026	Elementary	Middle	Mid-High	High School
Existing Capacity	3,420	1,424	1,484	1,997
Programmed Improvement Capacity	850	200	0	0
Capacity After Improvement	4,270	1,624	1,484	1,997
Projected Enrollment	4,528	1,541	1,541	2,023
Surplus (Deficit) After Improvement	(258)	83	(57)	(26)
2027	Elementary	Middle	Mid-High	High School
Existing Capacity	4,270	1,624	1,484	1,997
Programmed Improvement Capacity	125	0	0	200
Capacity After Improvement	4,395	1,624	1,484	2,197
Projected Enrollment	4,557	1,551	1,551	2,036
Surplus (Deficit) After Improvement*	(162)	73	(67)	161
2028	Elementary	Middle	Mid-High	High School
Existing Capacity	4,395	1,624	1,484	2,197
Programmed Improvement Capacity	0	0	0	0
Capacity After Improvement	4,395	1,624	1,484	2,197
Projected Enrollment	4,613	1,570	1,570	2,061
Surplus (Deficit) After Improvement*	(218)	54	(86)	136
2029	Elementary	Middle	Mid-High	High School
Existing Capacity	4,395	1,624	1,484	2,197
Programmed Improvement Capacity	0	0	0	0
Capacity After Improvement	4,395	1,624	1,484	2,197
Projected Enrollment	4,669	1,589	1,589	2,086
Surplus (Deficit) After Improvement	(274)	35	(105)	111

Impact Fee Calculation Criteria**1. Site Acquisition Cost Element**

Site Size: The site size given the optimum acreage for each school type based on studies of existing school sites OSPI standards. Generally, districts will require 11-15 acres for an elementary school; 25-30 acres for a middle school or junior high school; and 40 acres or more for a high school. Actual school sites may vary in size depending on the size of parcels available for sale and other site development

constraints, such as wetlands. It also varies based on the need for athletic fields adjacent to the school along with other specific planning factors.

This space for site size on the Variable Table contains a number only when the District plans to acquire additional land during the six-year planning period, 2024 - 2029. As noted previously, the District will need to acquire two additional elementary school sites between 2024 and 2029.

Average Land Cost Per Acre: The cost per acre is based on estimates of land costs within the District, based either on recent land purchases or by its knowledge of prevailing costs in the particular real estate market. Prices per acre will vary throughout the County and will be heavily influenced by the urban vs. rural setting of the specific district and the location of the planned school site. The Lake Stevens School District estimates its vacant land costs to be \$200,000 per acre. Until a site is located for acquisition, the actual purchase price is unknown. Developed sites, which sometimes must be acquired adjacent to existing school sites, can cost well over the \$200,000 per acre figure.

Facility Design Capacity (Student FTE): Facility design capacities reflect the District’s optimum number of students each school type is designed to accommodate. These figures are based on actual design studies of optimum floor area for new school facilities. The Lake Stevens School District designs new elementary schools to accommodate 650 students, new middle schools 750 students and new high schools 2,000 students.

Student Factor: The student factor (or student generation rate) is the average number of students generated by each housing type – in this case: single-family detached dwellings and multiple-family dwellings. Multiple-family dwellings, which may be rental or owner-occupied units within structures containing two or more dwelling units, were broken out into townhomes/multiplexes and multifamily apartment and condominium units. Pursuant to a requirement of Chapter 30.66C SCC, each school district was required to conduct student generation studies within their jurisdictions. A description of this methodology is contained in Appendix C. FLO Analytics performed the analysis. The student generation rates for the Lake Stevens School District are shown on Table 6-6.

Table 6-6 – Student Generation Rates

2024					
Student Generation Rates	Elementary	Middle	Mid-High	High	Total
Single Family Detached	0.370	0.110	0.090	0.117	0.687
Townhome/Multiplex (2,3,4)	0.086	0.025	0.012	0.018	0.141
Multifamily, 0-1 bedroom	0.000	0.000	0.000	0.000	0.000
Multifamily, 2+ bedroom	0.035	0.015	0.004	0.027	0.081

2022					
Student Generation Rates	Elementary	Middle	Mid-High	High	Total
Single Family	0.348	0.091	0.090	0.101	0.630
Multiple Family, 0-1 Bedroom	0.000	0.000	0.000	0.000	0.000
Multiple Family, 2+ Bedroom	0.092	0.031	0.000	0.023	0.146

Note: Townhomes were included in the Multifamily 2+ category prior to 2024.

The table also shows the Student Generation rates from the 2022 CFP. Per the report from FLO Analytics: “The multifamily category includes all structures with five or more housing units and

structures with 3–4 housing units that are stacked. The housing inventory does not include the information needed to differentiate between MF units with 2+ bedrooms and 1 bedroom or less; therefore, the MF rate includes all MF housing units and only applies to the "Multifamily 2+ bedrooms" category in Snohomish County code." After several years of decline in the student generation rates, the 2024 report shows an increase in most grade levels for most housing types.

2. School Construction Cost Variables

Additional Building Capacity: These figures are the actual capacity additions to the Lake Stevens School District that will occur because of improvements listed on Table 6-3 (Capital Facilities Plan).

Current Facility Square Footage: These numbers are taken from Tables 4-1 and 4-2. They are used in combination with the "Existing Portables Square Footage" to apportion the impact fee amounts between permanent and temporary capacity figures in accordance with Chapter 30.66C. SCC.

Estimated Facility Construction Cost: The estimated facility construction cost is based on planned costs or on actual costs of recently constructed schools. The facility cost is the total cost for construction projects as defined on Table 6-3, including only capacity related improvements and adjusted to the "growth related" factor. Projects or portions of projects that address existing deficiencies (which are those students who are un-housed as of October 2023) are not included in the calculation of facility cost for impact fee calculation.

Facility construction costs also include the off-site development costs. Costs vary with each site and may include such items as sewer line extensions, water lines, off-site road and frontage improvements. Off-site development costs are not covered by State Match Funds. Off-site development costs vary and can represent 10% or more of the total building construction cost.

3. Relocatable Facilities Cost Element

Impact fees may be collected to allow acquisition of portables to help relieve capacity deficiencies on a temporary basis. The cost allocated to new development must be growth related and must be in proportion to the current permanent versus temporary space allocations by the district.

Existing Units: This is the total number of existing portables in use by the district as reported on Table 4-2.

New Facilities Required Through 2029: This is the estimated number of portables to be acquired.

Cost Per Unit: This is the average cost to purchase and set up a portable. It includes site preparation but does not include moveable furnishings in the unit.

Relocatable Facilities Cost: This is simply the total number of needed units multiplied by the cost per unit. The number is then adjusted to the "growth-related" factor.

For districts, such as Lake Stevens, which do not credit any portable capacity to the permanent capacity total (see Table 4-1), this number is not directly applicable to the fee calculation and is for information only. The impact fee allows a general fee calculation for portables; however, the amount is adjusted to the proportion of total square footage in portables to the total square footage of permanent and portable space in the district.

4. **Fee Credit Variables**

Construction Cost Allocation: This number is used by OSPI as a guideline for determining the area cost allowance for new school construction. The index is an average of a seven-city building cost index for commercial and factory buildings in Washington State and is adjusted every year for inflation. The current allocation is \$375.00 (July 2024) up from \$246.83 in 2022.

State Match Percentage: The State match percentage is the proportion of funds that are provided to the school districts, for specific capital projects, from the State's Common School Construction Fund. These funds are disbursed based on a formula which calculates the District's assessed valuation per pupil relative to the whole State assessed valuation per pupil to establish the percentage of the total project to be paid by the State.

Because of the method of computing state match, the District has historically received approximately 30% of the actual cost of school construction in state matching funds. For its 2024 CFP, the District assumes a 30% match.

5. **Tax Credit Variables**

Under Chapter 30.66C SCC, a credit is granted to new development to account for taxes that will be paid to the school district over the next ten years. The credit is calculated using a "present value" formula.

Interest Rate (20-year GO Bond): This is the interest rate of return on a 20-year General Obligation Bond and is derived from the bond buyer index. The current assumed interest rate is 3.48%.

Levy Rate (in mils): The Property Tax Levy Rate (for bonds) is determined by dividing the District's average capital property tax rate by one thousand. The current levy rate for the Lake Stevens School District is 0.00120.

Average Assessed Value: This figure is based on the District's average assessed value for each type of dwelling unit (single-family and multiple family). The average assessed values are based on estimates made by the County's Planning and Development Services Department utilizing information from the Assessor's files. The current average assessed value for 2024 for single-family detached residential dwellings is \$621,496, up from \$485,760 in 2020 and \$423,231 in 2020); \$175,173 for one-bedroom multi-family unit (\$169,461 in 2022; \$125,314 in 2020), and \$242,411 for townhomes/multi-plexes and two or more bedroom multi-family units (2022: \$239,226; 2020: \$178,051).

6. **Adjustments**

Growth Related Capacity Percentage: Only the portions of projects addressing new unhoused need are included in the impact fee calculations. The percentage is determined by the number of new unhoused students divided by the number of students for which the project would provide additional capacity.

Fee Discount: In accordance with Chapter 30.66C SCC, all fees calculated using the above factors are to be reduced by 50%.

Table 6-7 - Impact Fee Variables

Criteria	Elementary	Middle	Mid-High	High
Growth-Related Capacity Deficiencies	272	62	142	11
Discount (Snohomish County, Lake Stevens and Marysville)	50%	50%	50%	50%
Student Factor	Elementary	Middle	Mid-High	High
Single Family Detached	0.370	0.110	0.090	0.117
Townhome/Multiplex	0.086	0.025	0.012	0.018
Multifamily, 0-1 bedrooms	0.000	0.000	0.000	0.000
Multifamily, 2+ bedrooms	0.035	0.015	0.004	0.027
Site Acquisition Cost Element	Elementary	Middle	Mid-High	High
Site Needs (acres)	20	0	0	0
Growth Related	4.18	0	0	0
Cost Per Acre	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00
Additional Capacity	1300	0	0	0
Growth Related	272	62	142	11
School Construction Cost Element	Elementary	Middle	Mid-High	High
Estimated Facility Construction Cost	\$219,600,000	\$98,800,000	\$0	\$27,700,000
Growth Related	\$61,262,769	\$30,628,000	\$0	\$1,523,500
Additional Capacity	975	200	0	200
Growth Related	272	62	142	11
Current Facility Square Footage	401,344	177,722	225,612	312,598
Relocatable Facilities Cost Element	Elementary	Middle	Mid-High	High
Relocatable Facilities Cost	\$250,000	\$250,000	\$250,000	\$250,000
Growth Related	\$250,000	\$250,000	\$250,000	\$250,000
Relocatable Facilities Capacity/Unit	25	27	27	27
Growth Related	25	27	27	27
Existing Portable Square Footage	62,720	17,920	1,792	0
State Match Credit	Elementary	Middle	Mid-High	High
Cost Construction Allocation	\$375.00	\$375.00	\$375.00	\$375.00
School Space per Student (OSPI)	90	117	117	130
State Match Percentage	30.0%	30.0%	30.0%	30.0%
Tax Payment Credit	Elementary	Middle	Mid-High	High
Interest Rate	3.48%	3.48%	3.48%	3.48%
Loan Payoff (Years)	10	10	10	10
Property Tax Levy Rate (Bonds)	0.00120	0.00120	0.00120	0.00120
Average AV per DU Type	SFD	Small MF	Large MF	
	\$621,496	\$175,173	\$242,411	
		"small unit"	"large unit"	

Proposed Impact Fee Schedule

Using the variables and formula described, impact fees proposed for the Lake Stevens School District are summarized in Table 6-8 (refer to Appendix A for worksheets).

Table 6-8 - Calculated Impact Fees

Housing Type	Impact Fee Per Unit	Discounted (50%) Impact Fee Per Unit
Single Family Detached	\$27,460	\$13,730
Townhome/Multiplex	\$5,253	\$2,627
Multifamily, 0-1 bedroom	\$0	\$0
Multifamily, 2+ bedrooms	\$1,481	\$741

Appendix A

Impact Fee Calculations

IMPACT FEE WORKSHEET
LAKE STEVENS SCHOOL DISTRICT
SINGLE-FAMILY DETACHED

SITE ACQUISITION COST

acres needed	<u>4.18</u>	x	\$	<u>200,000</u>	/	capacity (# students)	<u>1,300</u>	x	student factor	<u>0.370</u>	=	<u>\$238</u>	(elementary)
acres needed	<u>0.00</u>	x	\$	<u>200,000</u>	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.110</u>	=	<u>\$0</u>	(middle)
acres needed	<u>0.00</u>	x	\$	<u>200,000</u>	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.090</u>	=	<u>\$0</u>	(mid-high)
acres needed	<u>0.00</u>	x	\$	<u>200,000</u>	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.117</u>	=	<u>\$0</u>	(high school)

TOTAL SITE ACQUISITION COST = \$238

SCHOOL CONSTRUCTION COST

total const. cost	<u>\$61,262,769</u>	/	capacity (# students)	<u>975</u>	x	student factor	<u>0.370</u>	=	<u>\$23,248</u>	(elementary)
total const. cost	<u>\$30,628,000</u>	/	capacity (# students)	<u>200</u>	x	student factor	<u>0.110</u>	=	<u>\$16,845</u>	(middle)
total const. cost	<u>\$0</u>	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.090</u>	=	<u>\$0</u>	(mid-high)
total const. cost	<u>\$1,523,500</u>	/	capacity (# students)	<u>200</u>	x	student factor	<u>0.117</u>	=	<u>\$891</u>	(high school)

Subtotal \$40,985

Total Square Feet of Permanent Space (District) 1,117,276 / Total Square Feet of School Facilities (000) 1,199,708 = 93.13%

TOTAL FACILITY CONSTRUCTION COST = \$38,169

RELOCATABLE FACILITIES COST (PORTABLES)

Portable Cost	<u>\$ 250,000</u>	/	<u>25</u>	facility size	x	student factor	<u>0.370</u>	=	<u>\$3,700</u>	(elementary)
Portable Cost	<u>\$ 250,000</u>	/	<u>27</u>	facility size	x	student factor	<u>0.110</u>	=	<u>\$1,019</u>	(middle)
Portable Cost	<u>\$ 250,000</u>	/	<u>27</u>	facility size	x	student factor	<u>0.090</u>	=	<u>\$833</u>	(mid-high)
Portable Cost	<u>\$ 250,000</u>	/	<u>27</u>	facility size	x	student factor	<u>0.117</u>	=	<u>\$1,083</u>	(high school)

Subtotal \$6,635

Total Square Feet of Portable Space (District) 82,432 / Total Square Feet of School Facilities (000) 1,199,708 = 6.87%

TOTAL RELOCATABLE COST ELEMENT = \$456

CREDIT AGAINST COST CALCULATION -- MANDATORY

STATE MATCH CREDIT

CCA Index	\$ 375.00	x OSPI Allowance	90.00	x	State Match %	30.00%	x	student factor	0.370	=	\$3,746	(elementary)
CCA Index	\$ 375.00	x OSPI Allowance	117.00	x	State Match %	30.00%	x	student factor	0.110	=	\$1,448	(middle)
CCA Index	No projects	x OSPI Allowance	117.00	x	State Match %	30.00%	x	student factor	0.090	=	\$0	(mid-high)
CCA Index	Not eligible	x OSPI Allowance	130.00	x	State Match %	30.00%	x	student factor	0.117	=	\$0	(high school)
TOTAL STATE MATCH CREDIT										=	\$5,194	

TAX PAYMENT CREDIT

[((1+ interest rate 3.48%) ^ 10 years to pay off bond) - 1] /		[interest rate 3.48% x	
(1 + interest rate 3.48%) ^ 10 years to pay off bond] x		0.00120 capital levy rate x	
assessed value	621,496.00	tax payment credit	= \$ 6,209

IMPACT FEE CALCULATION

SITE ACQUISITION COST	\$238
FACILITY CONSTRUCTION COST	\$38,169
RELOCATABLE FACILITIES COST (PORTABLES)	\$456
(LESS STATE MATCH CREDIT)	(\$5,194)
(LESS TAX PAYMENT CREDIT)	(\$6,209)

SINGLE FAMILY RESIDENTIAL FINAL IMPACT FEE PER UNIT	Non-Discounted	50% Discount
	\$27,460	\$13,730

IMPACT FEE WORKSHEET
LAKE STEVENS SCHOOL DISTRICT

TOWNHOMES AND MULTIPLEXES

SITE ACQUISITION COST

acres needed	<u>4.18</u>	x	\$ 200,000	/	capacity (# students)	<u>1300</u>	x	student factor	<u>0.086</u>	=	<u>\$55</u>	(elementary)
acres needed	<u>0</u>	x	\$ 200,000	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.025</u>	=	<u>\$0</u>	(middle)
acres needed	<u>0</u>	x	\$ 200,000	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.012</u>	=	<u>\$0</u>	(mid-high)
acres needed	<u>0</u>	x	\$ 200,000	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.018</u>	=	<u>\$0</u>	(high school)

TOTAL SITE ACQUISITION COST = \$55

SCHOOL CONSTRUCTION COST

total const. cost	<u>\$61,262,769</u>	/	capacity (# students)	<u>975</u>	x	student factor	<u>0.086</u>	=	<u>\$5,404</u>	(elementary)
total const. cost	<u>\$30,628,000</u>	/	capacity (# students)	<u>200</u>	x	student factor	<u>0.025</u>	=	<u>\$3,829</u>	(middle)
total const. cost	<u>\$0</u>	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.012</u>	=	<u>\$0</u>	(mid-high)
total const. cost	<u>\$1,523,500</u>	/	capacity (# students)	<u>200</u>	x	student factor	<u>0.018</u>	=	<u>\$137</u>	(high school)
Subtotal									<u>\$9,369</u>	

Total Square Feet of Permanent Space (District) 1,117,276 / Total Square Feet of School Facilities (000) 1,199,708 = 93.13%

TOTAL FACILITY CONSTRUCTION COST = \$ 8,726

RELOCATABLE FACILITIES COST (PORTABLES)

Portable Cost	<u>\$ 250,000</u>	/	<u>25</u>	facility size	x	student factor	<u>0.086</u>	=	<u>\$860</u>	(elementary)
Portable Cost	<u>\$ 250,000</u>	/	<u>27</u>	facility size	x	student factor	<u>0.025</u>	=	<u>\$231</u>	(middle)
Portable Cost	<u>\$ 250,000</u>	/	<u>27</u>	facility size	x	student factor	<u>0.012</u>	=	<u>\$111</u>	(mid-high)
Portable Cost	<u>\$ 250,000</u>	/	<u>27</u>	facility size	x	student factor	<u>0.018</u>	=	<u>\$167</u>	(high school)
Subtotal									<u>\$1,369</u>	

Total Square Feet of Portable Space (District) 82,432 / Total Square Feet of School Facilities (000) 1,199,708 = 6.87%

TOTAL RELOCATABLE COST ELEMENT = \$94

IMPACT FEE WORKSHEET
LAKE STEVENS SCHOOL DISTRICT

MULTIPLE FAMILY RESIDENTIAL, 0-1 BEDROOMS

SITE ACQUISITION COST

acres needed	<u>4.18</u>	x	\$ 200,000	/	capacity (# students)	<u>1300</u>	x	student factor	<u>0.000</u>	=	<u>\$0</u>	(elementary)
acres needed	<u>0</u>	x	\$ 200,000	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.000</u>	=	<u>\$0</u>	(middle)
acres needed	<u>0</u>	x	\$ 200,000	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.000</u>	=	<u>\$0</u>	(mid-high)
acres needed	<u>0</u>	x	\$ 200,000	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.000</u>	=	<u>\$0</u>	(high school)

TOTAL SITE ACQUISITION COST = \$0

SCHOOL CONSTRUCTION COST

total const. cost	<u>\$61,262,769</u>	/	capacity (# students)	<u>975</u>	x	student factor	<u>0.000</u>	=	<u>\$0</u>	(elementary)
total const. cost	<u>\$30,628,000</u>	/	capacity (# students)	<u>200</u>	x	student factor	<u>0.000</u>	=	<u>\$0</u>	(middle)
total const. cost	<u>\$0</u>	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.000</u>	=	<u>\$0</u>	(mid-high)
total const. Cost	<u>\$1,523,500</u>	/	capacity (# students)	<u>200</u>	x	student factor	<u>0.000</u>	=	<u>\$0</u>	(high school)
										<u>\$0</u>

Total Square Feet of Permanent Space (District) 1,117,276 / Total Square Feet of School Facilities (000) 1,199,708 = 93.13%

TOTAL FACILITY CONSTRUCTION COST = \$ -

RELOCATABLE FACILITIES COST (PORTABLES)

Portable Cost	<u>\$ 250,000</u>	/	<u>25</u>	facility size	x	student factor	<u>0.000</u>	=	<u>\$0</u>	(elementary)
Portable Cost	<u>\$ 250,000</u>	/	<u>27</u>	facility size	x	student factor	<u>0.000</u>	=	<u>\$0</u>	(middle)
Portable Cost	<u>\$ 250,000</u>	/	<u>27</u>	facility size	x	student factor	<u>0.000</u>	=	<u>\$0</u>	(mid-high)
Portable Cost	<u>\$ 250,000</u>	/	<u>27</u>	facility size	x	student factor	<u>0.000</u>	=	<u>\$0</u>	(high school)

Subtotal \$0

Total Square Feet of Portable Space (District) 82,432 / Total Square Feet of School Facilities (000) 1,199,708 = 6.87%

TOTAL RELOCATABLE COST ELEMENT = \$0

CREDIT AGAINST COST CALCULATION -- MANDATORY

STATE MATCH CREDIT

BOECKH Index	<u>\$ 375.00</u>	x OSPI Allowance	<u>90</u>	x	State Match %	<u>30.00%</u>	x student factor	<u>0.000</u>	=	<u>\$0</u>	(elementary)
BOECKH Index	<u>\$ 375.00</u>	x OSPI Allowance	<u>117</u>	x	State Match %	<u>30.00%</u>	x student factor	<u>0.000</u>	=	<u>\$0</u>	(middle)
BOECKH Index	<u>No projects</u>	x OSPI Allowance	<u>117</u>	x	State Match %	<u>30.00%</u>	x student factor	<u>0.000</u>	=	<u>\$0</u>	(mid-high)
BOECKH Index	<u>Not eligible</u>	x OSPI Allowance	<u>130</u>	x	State Match %	<u>30.00%</u>	x student factor	<u>0.000</u>	=	<u>\$0</u>	(high school)
TOTAL STATE MATCH CREDIT										=	<u>\$0</u>

TAX PAYMENT CREDIT

[((1 + interest rate <u>3.48%</u>) ^		10	years to pay off bond) - 1]	/	[interest rate <u>3.48%</u> x						
(1 + interest rate <u>3.48%</u>) ^		10	years to pay off bond]	x	<u>0.00120</u>	capital levy rate					
assessed value	<u>175,173.00</u>										tax payment credit = \$ 1,750

IMPACT FEE CALCULATION

SITE ACQUISITION COST	<u>\$0</u>
FACILITY CONSTRUCTION COST	<u>\$0</u>
RELOCATABLE FACILITIES COST (PORTABLES)	<u>\$0</u>
(LESS STATE MATCH CREDIT)	<u>\$0</u>
(LESS TAX PAYMENT CREDIT)	<u>(\$1,750)</u>

MULTIPLE FAMILY RESIDENTIAL -- 0-1 BDRM FINAL IMPACT FEE PER UNIT	Non-Discounted	50% Discount
	\$0	\$0

IMPACT FEE WORKSHEET
LAKE STEVENS SCHOOL DISTRICT

MULTIPLE FAMILY RESIDENTIAL, 2+ BEDROOMS

SITE ACQUISITION COST

acres needed	<u>4.18</u>	x	\$ 200,000	/	capacity (# students)	<u>1300</u>	x	student factor	<u>0.035</u>	=	<u>\$23</u>	(elementary)
acres needed	<u>0</u>	x	\$ 200,000	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.015</u>	=	<u>\$0</u>	(middle)
acres needed	<u>0</u>	x	\$ 200,000	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.004</u>	=	<u>\$0</u>	(mid-high)
acres needed	<u>0</u>	x	\$ 200,000	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.027</u>	=	<u>\$0</u>	(high school)

TOTAL SITE ACQUISITION COST = \$23

SCHOOL CONSTRUCTION COST

total const. cost	<u>\$61,262,769</u>	/	capacity (# students)	<u>975</u>	x	student factor	<u>0.035</u>	=	<u>\$2,199</u>	(elementary)
total const. cost	<u>\$30,628,000</u>	/	capacity (# students)	<u>200</u>	x	student factor	<u>0.015</u>	=	<u>\$2,297</u>	(middle)
total const. cost	<u>\$0</u>	/	capacity (# students)	<u>0</u>	x	student factor	<u>0.004</u>	=	<u>\$0</u>	(mid-high)
total const. Cost	<u>\$1,523,500</u>	/	capacity (# students)	<u>200</u>	x	student factor	<u>0.027</u>	=	<u>\$206</u>	(high school)
									<u>\$4,702</u>	

Total Square Feet of Permanent Space (District) 1,117,276 / Total Square Feet of School Facilities (000) 1,199,708 = 93.13%

TOTAL FACILITY CONSTRUCTION COST = \$ 4,379

RELOCATABLE FACILITIES COST (PORTABLES)

Portable Cost	<u>\$ 250,000</u>	/	<u>25</u>	facility size	x	student factor	<u>0.035</u>	=	<u>\$350</u>	(elementary)
Portable Cost	<u>\$ 250,000</u>	/	<u>27</u>	facility size	x	student factor	<u>0.015</u>	=	<u>\$139</u>	(middle)
Portable Cost	<u>\$ 250,000</u>	/	<u>27</u>	facility size	x	student factor	<u>0.004</u>	=	<u>\$37</u>	(mid-high)
Portable Cost	<u>\$ 250,000</u>	/	<u>27</u>	facility size	x	student factor	<u>0.027</u>	=	<u>\$250</u>	(high school)
									<u>\$776</u>	

Subtotal

Total Square Feet of Portable Space (District) 82,432 / Total Square Feet of School Facilities (000) 1,199,708 = 6.87%

TOTAL RELOCATABLE COST ELEMENT = \$53

CREDIT AGAINST COST CALCULATION -- MANDATORY

STATE MATCH CREDIT

BOECKH Index	\$ 375.00	x OSPI Allowance	90	x	State Match %	30.00%	x student factor	0.035	=	\$354	(elementary)
BOECKH Index	\$ 375.00	x OSPI Allowance	117	x	State Match %	30.00%	x student factor	0.015	=	\$197	(middle)
BOECKH Index	No projects	x OSPI Allowance	117	x	State Match %	30.00%	x student factor	0.004	=	\$0	(mid-high)
BOECKH Index	Not eligible	x OSPI Allowance	130	x	State Match %	30.00%	x student factor	0.027	=	\$0	(high school)
TOTAL STATE MATCH CREDIT										=	\$552

TAX PAYMENT CREDIT

[((1 + interest rate <u>3.48%</u>) ^		10	years to pay off bond) - 1]	/	[interest rate <u>3.48%</u> x						
(1 + interest rate <u>3.48%</u>) ^		10	years to pay off bond]	x	<u>0.00120</u>	capital levy rate :					
assessed value	<u>242,411.00</u>										tax payment credit = \$ 2,422

IMPACT FEE CALCULATION

SITE ACQUISITION COST	\$23
FACILITY CONSTRUCTION COST	\$4,379
RELOCATABLE FACILITIES COST (PORTABLES)	\$53
(LESS STATE MATCH CREDIT)	(\$552)
(LESS TAX PAYMENT CREDIT)	(\$2,422)

MULTIPLE FAMILY RESIDENTIAL -- 2 BDRM OR MORE FINAL IMPACT FEE PER UNIT	Non-Discounted	50% Discount
	\$1,481	\$741

Appendix B

OSPI Enrollment Forecasting Methodology

OSPI PROJECTION OF ENROLLMENT DATA

Cohort-Survival or Grade-Succession Technique

Development of a long-range school-building program requires a careful forecast of school enrollment indicating the projected number of children who will attend school each year. The following procedures are suggested for determining enrollment projections:

1. Enter in the lower left corner of the rectangle for each year the number of pupils actually enrolled in each grade on October 1, as reported on the October Report of School District Enrollment, Form M-70, column A. (For years prior to October 1, 1965, enter pupils actually enrolled as reported in the county superintendent's annual report, Form A-1.)
2. In order to arrive at enrollment projections for kindergarten and/or grade one pupils, determine the percent that the number of such pupils each year was of the number shown for the immediately preceding year. Compute an average of the percentages, enter it in the column headed "Ave. % of Survival", and apply such average percentage in projecting kindergarten and/or grade one enrollment for the next six years.
3. For grade two and above determine the percent of survival of the enrollment in each grade for each year to the enrollment. In the next lower grade during the preceding year and place this percentage in the upper right corner of the rectangle. (For example, if there were 75 pupils in actual enrollment in grade one on October 1, 1963, and 80 pupils were in actual enrollment in grade two on October 1, 1964, the percent of survival would be $80/75$, or 106.7%. If the actual enrollment on October 1, 1965, in grade three had further increased to 100 pupils, the percent of survival to grade three would be $100/80$ or 125 %.). Compute an average of survival percentages for each year for each grade and enter it in the column, "Ave. % of Survival".
4. In order to determine six-year enrollment projections for grade two and above, multiply the enrollment in the next lower grade during the preceding year by 7 the average percent of survival. For example, if, on October 1 of the last year of record, there were 100 students in grade one and the average percent of survival to grade two was 105, then 105% of 100 would result in a projection of 105 students in grade two on October 1 of the succeeding year.
5. If, after calculating the "Projected Enrollment", there are known factors which will further influence the projections, a statement should be prepared showing the nature of those factors, involved and their anticipated effect upon any portion of the calculated projection.

*Kindergarten students are projected based on a regression line.

Table C-1
LAKE STEVENS SCHOOL DISTRICT
STUDENT ENROLLMENT BY GRADE SPAN 2023-2029

School Type	Grade Level	School Year						
		2023	2024	2025	2026	2027	2028	2029
Elementary	K	672	686	683	680	677	674	671
	1	722	696	710	707	704	701	698
	2	826	736	710	724	721	718	715
	3	727	840	749	722	736	733	730
	4	699	741	856	763	736	750	747
	5	751	712	755	872	777	750	764
K-5 Headcount		4397	4411	4463	4468	4351	4326	4325
Middle	6	768	767	728	772	891	794	766
	7	759	777	776	736	781	901	803
6-7 Headcount		1527	1544	1504	1508	1672	1695	1569
Mid High	Grade 8	717	770	789	788	747	793	914
	Grade 9	730	716	769	788	787	746	792
8-9 Headcount		1447	1486	1558	1576	1534	1539	1706
Sr. High	Grade 10	752	722	708	760	779	778	738
	Grade 11	685	694	666	653	701	719	718
	Grade 12	638	660	669	642	630	676	693
10-12 Headcount		2075	2076	2043	2055	2110	2173	2149
K-12 Headcount		9446	9517	9568	9607	9667	9733	9749

Source: Snohomish County, Lake Stevens School District and OSPI

Appendix C

OFM Ratio Method – 2044 Enrollment Estimate

Enrollment Forecasts OSPI and OFM Ratio Methods

The Growth Management Act requires that capital facilities plans for schools consider enrollment forecasts that are related to official population forecasts for the district. The OFM ratio method computes past enrollment as a percentage of past population and then estimates how those percentage trends will continue.

Snohomish County prepares the population estimates by distributing official estimates from the Washington Office of Financial Management (OFM) to the school district level. SCC 30.66C requires that these official OFM/County population forecasts be used in the capital facilities plans. Each district is responsible for estimating the assumed percentage of population that, in turn, will translate into enrollments.

The District's assumed percentage trends are applied to these County population forecasts. This is known as the Ratio Method. The District then decides to use either it or the six-year forecast (2024-2029) prepared by the State Office of the Superintendent of Public Instructions (OSPI) for use in the facilities plan. Whichever is used for the 2024-2029 planning period, OSPI does not forecast enrollments for Year 2044, so the Ratio Method is used for that purpose, regardless.

2024			
Year	Population	Enrollment	Ratio
2010	39,977	7,913	19.79%
2011	41,025	7,985	19.46%
2012	42,074	7,987	18.98%
2013	43,122	8,126	18.84%
2014	44,171	8,253	18.68%
2015	45,219	8,392	18.56%
2016	46,267	8,611	18.61%
2017	47,316	8,646	18.27%
2018	48,364	8,875	18.35%
2019	49,413	9,200	18.62%
2020	50,461	8,854	17.55%
2021	52,181	9,325	17.87%
2022	53,450	9,339	17.47%
2023	54,256	9,446	17.41%
2024	54,614	9,508	17.41%
2025	54,972	9,571	17.41%
2026	55,329	9,633	17.41%
2027	55,687	9,695	17.41%
2028	56,370	9,814	17.41%
2029	57,052	9,933	17.41%
2044	67,294	11,716	17.41%

The table above shows actual enrollments and population estimates from 2010-2023, and their resulting ratio (the 2010 and 2020 population totals are official census figures).

Until 2015 the trend was a declining ratio of students to population. The ratio leveled off in the years 2016 through 2019. In 2020, school closures and online learning caused enrollment to drop. Then enrollment rebounded in 2021 and returned to pre-pandemic levels. The district projects that the ratio will level off for the projection period and average around 17.41%.

2044 Enrollment Estimate

The District's 2024 CFP ratio of 17.41% is used for the 2044 enrollment estimate. Using that number against the County's 2044 population estimate of 67,294 produces a projected enrollment number of 11,716 students in 2044.

Appendix D

Student Generation Rates



MEMORANDUM

To: Robb Stanton
Lake Stevens School District
12309 22nd Street NE
Lake Stevens, WA 98258

Date: April 1, 2024

Project No.: F2714.01.001

From: Alex Brasch
Senior Population Geographer

Re: 2023–24 Student Generation Rates—Lake Stevens School District

At the request of the Lake Stevens School District (LSSD/District), FLO Analytics (FLO) estimated student generation rates (SGRs) for residential housing units built in the district boundary between 2015 and 2022. The SGRs represent the average number of LSSD K–12 students (2023–24 headcount) residing in new single-family (SF) detached, townhome/duplex, and multifamily (MF) housing units. This memo details the methodology FLO used to create the SGRs and presents the findings by grade group, individual grade, and housing type.

Methods

As described by Snohomish County Planning & Development Services ([2022 Biennial Update to School District Capital Facilities Plans](#)), Snohomish County operates a school impact fee program authorized by RCW 82.02.040 and the Washington State Growth Management Act under Chapter 36.70A RCW. School districts that wish to collect impact fees must provide a school board adopted Capital Facilities Plan (CFP) for review by the County Planning Commission and County Council that fulfills the specifications of state law, the County comprehensive plan, and the County code. One requirement of CFPs is “impact fee support data required by the formula in Chapter 30.66C SCC, including a district-specific analysis to determine the student generation rate component of the fee calculation”.

As defined in Snohomish County code 30.91S.690, “SGRs mean the number of students of each grade span (elementary, middle/jr. high, high school) that a school district determines are typically generated by different dwelling unit types within the district.” In other words, SGRs represent the number of students residing in housing constructed within the most recent five-to-eight-year period by housing type and grade group (i.e., elementary, middle, and high school).

SGR calculations are based on housing information and student residences. FLO obtained and processed the necessary housing data from the Snohomish County Assessor’s Office and Information Technology Department, as well as the Puget Sound Regional Council, including parcel/tax lot boundaries with essential attributes—housing type, number of housing units, and year built. Housing units constructed in 2023 were excluded from the analysis, because they may not have been completed and occupied by October 2023. To link the housing information to LSSD students, the District provided FLO with 2023–24 headcount enrollment, which FLO geocoded to represent student residences. The student residences were then spatially matched to residential housing built in the district boundary between 2015 and 2022.

FLO Analytics | 1-888-847-0299 | www.flo-analytics.com

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© 2024 FLO Analytics

With this combination of information, SGRs were calculated by dividing the number of students per grade group by the total number of housing units for each housing type. SGRs were calculated for the types of housing built in the district within the analysis period; namely, SF detached, townhome/duplex, and MF units. The townhome/duplex category includes the following structure types: SF attached, townhome, duplex, triplex, and fourplex. In buildings with three or more housing units in the townhome/duplex category, the dwellings are constructed vertically from the foundation to the roof for individual occupancy by a household. The MF category includes all structures with five or more housing units and structures with 3–4 housing units that are stacked. The housing inventory does not include the information needed to differentiate between MF units with 2+ bedrooms and 1 bedroom or less; therefore, the MF rate includes all MF housing units and only applies to the "Multifamily 2+ bedrooms" category in Snohomish County code.

Results

Table 1 includes the number of housing units and SGRs for SF detached, townhome/duplex, and MF housing types, as well as the number of students by grade group that have addresses matching the housing units. Table 2 includes the same housing information as Table 1, with the number of students and SGRs by individual grade. Table 3 includes the unit counts, number of students, and SGRs for individual MF structures.

Of the 9,053 students residing within the district, 2,031 live in the 2,957 SF detached units that were built between 2015 and 2022, while 23 live in the 163 townhomes/duplexes and 21 live in the 260 MF units built in the same period. On average, each SF detached unit yields 0.687 K–12 students, each townhome/duplex yields 0.141 K–12 students, and each MF unit yields 0.081 K–12 students.

Table 1: K–12 Students by Grade Group per Housing Unit Built 2015–2022

Housing Type	Housing Units	Students					SGRs				
		K–5	6–7	8–9	10–12	K–12	K–5	6–7	8–9	10–12	K–12
Single-family Detached	2,957	1,095	325	265	346	2,031	0.370	0.110	0.090	0.117	0.687
Townhome / Duplex ^(a)	163	14	4	2	3	23	0.086	0.025	0.012	0.018	0.141
Multifamily ^(b)	260	9	4	1	7	21	0.035	0.015	0.004	0.027	0.081

Notes

Housing units built in 2023 are excluded, because they may not have been completed and occupied by October 2023.

(a) The townhome/duplex category includes the following structure types: single-family attached, townhome, duplex, triplex, and fourplex. In buildings with three or more housing units, the dwellings are constructed vertically from the foundation to the roof for individual occupancy by a household.

(b) The multifamily category includes all structures with five or more housing units and structures with 3–4 housing units that are stacked. The housing inventory does not include the information needed to differentiate between MF units with 2+ bedrooms and 1 bedroom or less; therefore, the MF rate includes all MF housing units and only applies to the "Multifamily 2+ bedrooms" category in Snohomish County code.

Sources

Lake Stevens School District 2023–24 headcount enrollment, Snohomish County parcels, and Puget Sound Regional Council 2015–2022 new housing inventory.

Table 2: K–12 Students by Individual Grade per Housing Unit Built 2015–2022

Grade	Single-family Detached			Townhome / Duplex ^(a)			Multifamily ^(b)		
	Housing Units	Students	SGR	Housing Units	Students	SGR	Housing Units	Students	SGR
K	2,957	178	0.060	163	2	0.012	260	3	0.012
1		200	0.068		2	0.012		3	0.012
2		196	0.066		3	0.018		1	0.004
3		175	0.059		2	0.012		2	0.008
4		163	0.055		1	0.006		0	--
5		183	0.062		4	0.025		0	--
6		177	0.060		2	0.012		2	0.008
7		148	0.050		2	0.012		2	0.008
8		144	0.049		1	0.006		1	0.004
9		121	0.041		1	0.006		0	--
10		133	0.045		2	0.012		3	0.012
11		105	0.036		0	--		3	0.012
12		108	0.037		1	0.006		1	0.004
K–12	2,957	2,031	0.687	163	23	0.141	260	21	0.081

Notes

Housing units built in 2023 are excluded, because they may not have been completed and occupied by October 2023.

(a) The townhome/duplex category includes the following structure types: single-family attached, townhome, duplex, triplex, and fourplex. In buildings with three or more housing units, the dwellings are constructed vertically from the foundation to the roof for individual occupancy by a household.

(b) The multifamily category includes all structures with five or more housing units and structures with 3–4 housing units that are stacked. The housing inventory does not include the information needed to differentiate between MF units with 2+ bedrooms and 1 bedroom or less; therefore, the MF rate includes all MF housing units and only applies to the "Multifamily 2+ bedrooms" category in Snohomish County code.

Sources

Lake Stevens School District 2023–24 headcount enrollment, Snohomish County parcels, and Puget Sound Regional Council 2015–2022 new housing inventory.

Appendix E Board Resolution

**LAKE STEVENS SCHOOL DISTRICT NO. 4
RESOLUTION NO. 15-24
ADOPTION OF 2024-2029 CAPITAL FACILITIES PLAN**

WHEREAS, the Lake Stevens School District is required by RCW 36.70 (the Growth Management Act) and the Snohomish County General Policy Plan to adopt a Capital Facilities Plan; and

WHEREAS, development of the Capital Facilities Plan was carried out by the District in accordance with accepted methodologies and requirements of the Growth Management Act; and

WHEREAS, impact fee calculations are consistent with methodologies meeting the conditions and tests of RCW 82.02 and Snohomish County Code; and

WHEREAS, the District finds that the methodologies accurately assess necessary additional capacity which address only growth-related needs; and

WHEREAS, a draft of the Plan was submitted to Snohomish County for review with changes having been made in accordance with County comments; and

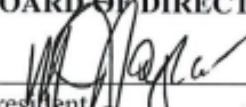
WHEREAS, the District finds that the Plan meets the basic requirements of RCW 36.70A and RCW 82.02; and

WHEREAS, a review of the Plan was carried out pursuant to RCW 43.21C (the State Environmental Policy Act). A Determination of Non Significance has been issued.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Lake Stevens School District hereby adopts the Capital Facilities Plan for the years 2024-2029, pursuant to the requirements of RCW 36.70A and the Snohomish County General Policy Plan. The Snohomish County Council, the City of Lake Stevens and the City of Marysville are hereby requested to adopt the Plan as an element of their general policy plans and companion ordinances.

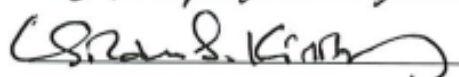
ADOPTED, by the Board of Directors of the Lake Stevens School District No. 4, Snohomish County, state of Washington, at a regular meeting thereof held this 10th day of July 2024.

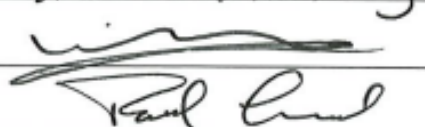
**LAKE STEVENS SCHOOL DISTRICT NO. 4
BOARD OF DIRECTORS**



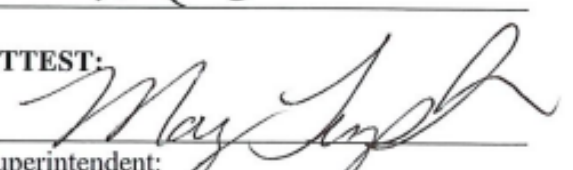
President







ATTEST:



Superintendent:

Appendix F

Determination of Nonsignificance

DETERMINATION OF NONSIGNIFICANCE

Lake Stevens School District No. 4 Capital Facilities Plan 2024-2029

DESCRIPTION OF PROPOSAL: The proposed action is the adoption of the Lake Stevens School District No. 4 Capital Facilities Plan, 2024-2029. Board adoption is scheduled to occur on July 10, 2024. This Capital Facilities Plan has been developed in accordance with the requirements of the State Growth Management Act and is a non-project proposal. It documents how the Lake Stevens School District utilizes its existing educational facilities given current district enrollment configurations and educational program standards and uses six-year enrollment projections to quantify capital facility needs for years 2024-2029.

PROPONENT: Lake Stevens School District No. 4

LOCATION OF PROPOSAL: Lake Stevens School District No. 4
Snohomish County, Washington

LEAD AGENCY: Lake Stevens School District No. 4

The lead agency for this proposal has determined that the proposal does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of an environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

This Determination of Nonsignificance (DNS) is issued under WAC 197-11-340(2). The lead agency will not act on this proposal for 14 days from the published date below. Comments may be submitted to the Responsible Official as named below.

RESPONSIBLE OFFICIAL: Robb Stanton
POSITION/TITLE: Executive Director, Operations
ADDRESS: Lake Stevens School District No. 4
12309 22nd Street NE
Lake Stevens, WA 98258
PHONE: 425-335-1506

SIGNATURE: 

PUBLISHED: The Everett Herald – June 25, 2024

There is no administrative agency appeal.

Appendix G
Snohomish County General Policy Plan -- Appendix F

Appendix F

REVIEW CRITERIA FOR SCHOOL DISTRICT CAPITAL FACILITY PLANS

Required Plan Contents

1. Future Enrollment Forecasts by Grade Span, including:
 - a 6-year forecast (or more) to support the financing program;
 - a description of the forecasting methodology and justification for its consistency with OFM population forecasts used in the county's comprehensive plan.
2. Inventory of Existing Facilities, including:
 - the location and capacity of existing schools;
 - a description of educational standards and a clearly defined minimum level of service such as classroom size, school size, use of portables, etc.;
 - the location and description of all district-owned or leased sites (if any) and properties;
 - a description of support facilities, such as administrative centers, transportation and maintenance yards and facilities, etc.; and
 - information on portables, including numbers, locations, remaining useful life (as appropriate to educational standards), etc.
3. Forecast of Future Facility Needs, including:
 - identification of new schools and/or school additions needed to address existing deficiencies and to meet demands of projected growth over the next 6 years; and
 - the number of additional portable classrooms needed.
4. Forecast of Future Site Needs, including:
 - the number, size, and general location of needed new school sites.
5. Financing Program (6-year minimum Planning Horizon)
 - estimated cost of specific construction and site acquisition and development projects proposed to address growth-related needs;
 - projected schedule for completion of these projects; and
 - proposed sources of funding, including impact fees (if proposed), local bond issues (both approved and proposed), and state matching funds.
6. Impact Fee Support Data (where applicable), including:
 - an explanation of the calculation methodology, including description of key variables and their computation;
 - definitions and sources of data for all inputs into the fee calculation, indicating that it:
 - a) is accurate and reliable and that any sample data is statistically valid;
 - b) accurately reflects projected costs in the 6-year financing program; and
 - a proposed fee schedule that reflects expected student generation rates from, at minimum, the following residential unit types: single-family, multifamily/studio or 1-bedroom, and multi-family/2-bedroom or more.

Plan Performance Criteria

1. School facility plans must meet the basic requirements set down in RCW 36.70A (the Growth Management Act). Districts proposing to use impact fees as a part of their financing program must also meet the requirements of RCW 82.02.
2. Where proposed, impact fees must utilize a calculation methodology that meets the conditions and tests of RCW 82.02.
3. Enrollment forecasts should utilize established methods and should produce results which are not inconsistent with the OFM population forecasts used in the county comprehensive plan. Each plan should also demonstrate that it is consistent with the 20-year forecast in the land use element of the county's comprehensive plan.
4. The financing plan should separate projects and portions of projects which add capacity from those which do not, since the latter are generally not appropriate for impact fee funding. The financing plan and/or the impact fee calculation formula must also differentiate between projects or portions of projects which address existing deficiencies (ineligible for impact fees) and those which address future growth-related needs.
5. Plans should use best-available information from recognized sources, such as the U.S. Census or the Puget Sound Regional Council. District-generated data may be used if it is derived through statistically reliable methodologies.
6. Districts which propose the use of impact fees should identify in future plan updates alternative funding sources in the event that impact fees are not available due to action by the state, county or the cities within their district boundaries.
7. Repealed effective January 2, 2000.

Plan Review Procedures

1. District capital facility plan updates should be submitted to the County Planning and Development Services Department for review prior to formal adoption by the school district.
2. Each school district planning to expand its school capacity must submit to the county an updated capital facilities plan at least every 2 years. Proposed increases in impact fees must be submitted as part of an update to the capital facilities plan and will be considered no more frequently than once a year.
3. Each school district will be responsible for conducting any required SEPA reviews on its capital facilities plan prior to its adoption, in accordance with state statutes and regulations.
4. School district capital facility plans and plan updates must be submitted no later than 180 calendar days prior to their desired effective date.
5. District plans and plan updates must include a resolution or motion from the district school board adopting the plan before it will become effective.

LAKEWOOD SCHOOL DISTRICT NO. 306

CAPITAL FACILITIES PLAN

2024-2029

Adopted: July 17, 2024

LAKEWOOD SCHOOL DISTRICT NO. 306
CAPITAL FACILITIES PLAN
2024-2029

BOARD OF DIRECTORS
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INTRODUCTION

A. Purpose of the Capital Facilities Plan

The Washington State Growth Management Act (the “GMA”) includes schools in the category of public facilities and services. School districts have adopted capital facilities plans to satisfy the requirements of the GMA and to identify additional school facilities necessary to meet the educational needs of the growing student populations anticipated in their districts.

The Lakewood School District (the “District”) has prepared this Capital Facilities Plan (the “CFP”) to provide Snohomish County (the “County”) and the cities of Arlington and Marysville with a description of facilities needed to accommodate projected student enrollment and a schedule and financing program for capital improvements over the next six years (2024-2029).

In accordance with the Growth Management Act, adopted County Policy, the Snohomish County Ordinance Nos. 97-095 and 99-107, the City of Arlington Ordinance No. 1263, and the City of Marysville Ordinance Nos. 2306 and 2213, this CFP contains the following required elements:

- Future enrollment forecasts for each grade span (elementary, middle, and high school).
- An inventory of existing capital facilities owned by the District, showing the locations and capacities of the facilities.
- A forecast of the future needs for capital facilities and school sites.
- The proposed capacities of expanded or new capital facilities.
- A six-year plan for financing capital facilities within projected funding capacities, which clearly identifies sources of public money for such purposes. The financing plan separates projects and portions of projects which add capacity from those which do not, since the latter are generally not appropriate for impact fee funding.
- As relevant, a calculation of impact fees to be assessed and supporting data substantiating said fees.

In developing this CFP, the District followed the following guidelines set forth in the Snohomish County General Policy Plan:

- Districts should use information from recognized sources, such as the U.S. Census or the Puget Sound Regional Council. School districts may generate their own data if it is derived through statistically reliable methodologies. Information must not be inconsistent with Office of Financial Management (“OFM”) population forecasts. Student generation rates must be independently calculated by each school district.
- The CFP must comply with the GMA.
- The methodology used to calculate impact fees must comply with the GMA. In the event that impact fees are not available due to action by the state,

county or cities within the District, the District in a future CFP update must identify alternative funding sources to replace the intended impact fee funding.

- The methodology used to calculate impact fees also complies with the criteria and the formulas established by the County.

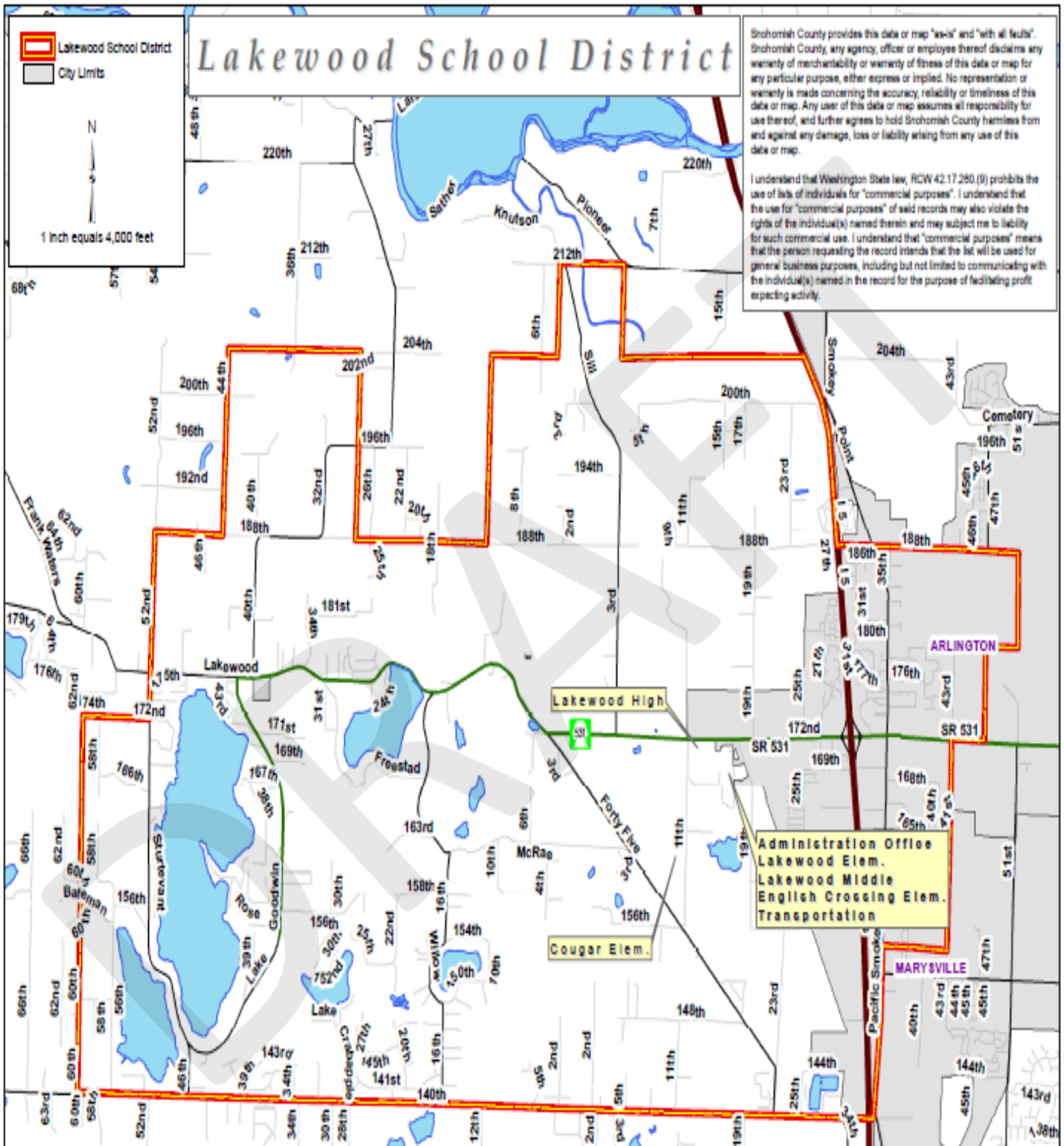
Snohomish County’s Countywide Planning Policies direct jurisdictions in Snohomish County to “ensure the availability of sufficient land and services for future K-20 school needs” and “work with school districts to plan for the siting and improvement of school facilities.” Policy ED-11 and Policy PS-21. The District appreciates any opportunity for cooperative planning efforts with its jurisdictions.

B. Overview of the Lakewood School District

The Lakewood School District is located along Interstate 5, north of Marysville, Washington, primarily serving unincorporated Snohomish County and a part of the City of Arlington and the City of Marysville. The District is bordered on the south by the Marysville School District, on the west and north by the Stanwood School District, and on the east by the Arlington School District.

The District serves a population of 2,614 headcount students, with an FTE enrollment of 2,534 (October 1, 2023, reported OSPI enrollment). The District has three elementary schools, one middle school, and one high school.

**FIGURE 1
MAP OF FACILITIES**



SECTION 2

DISTRICT EDUCATIONAL PROGRAM STANDARDS

School facility and student capacity needs are dictated by the types and amounts of space required to accommodate the District's adopted educational program. The educational program standards which typically drive facility space needs include grade configuration, optimum facility size, class size, educational program offerings, classroom utilization and scheduling requirements, and use of relocatable classroom facilities (portables), as well as specific and unique physical structure needs required to meet the needs of students with special needs.

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

The educational program standards contained in this CFP reflect the District's implementation of requirements for full-day kindergarten and reduced K-3 class size.

Special programs offered by the District at specific school sites include, but are not limited to:

Lakewood Elementary School (Preschool through 5th Grades)

- Multilingual Education Program
- Title 1/Learning Assistance Program
- K – 5th Grade Counseling Services
- Speech and Language Therapy Services
- Early Childhood Education and Assistance Program (ECEAP)
- Developmental Preschool Program - Ages 3 to 5 (District Program)
- K – 5th Grade Special Education Resource Room Program
- K – 5th Grade Highly Capable Program
- Occupational Therapy Services
- Transitional Kindergarten Program

English Crossing Elementary School (Kindergarten through 5th Grades)

- K – 5th Grade Special Education Resource Room Program
- Multilingual Education Program
- K – 5th Grade Counseling Services
- Speech and Language Therapy Services
- Occupational Therapy Services
- Special Education Achieve Program (District Program)

- K – 5th Grade Highly Capable Program
- Title 1/Learning Assistance Program

Cougar Creek Elementary School (Kindergarten through 5th Grades)

- Multilingual Education Program
- Title 1/Learning Assistance Program
- Speech and Language Therapy Services
- Occupational Therapy Services
- K – 5th Grade Special Education Resource Room Program
- K – 5th Grade Special Education Comprehensive Skills Program (District Program)
- K – 5th Grade Counseling Services
- K – 5th Grade Highly Capable Program

Lakewood Middle School (6th through 8th Grades)

- Speech and Language Therapy Service
- 6th – 8th Grade Special Education Program
- 6th – 8th Grade Special Education Comprehensive Skills Program (District Program)
- Multilingual Education Program
- Occupational Therapy Services
- 6th – 8th Grade Achieve Program (District Program)
- 6th – 8th Grade Counseling Services
- 6th – 8th Grade Highly Capable Program
- Career and Technical Education

Lakewood High School

- 9th – 12th Grade Special Education Program
- 9th – 12th Grade Special Education Comprehensive Skills Program (District Program)
- Multilingual Education Program
- Occupational Therapy Services
- Speech and Language Therapy Services
- 9th – 12th Grade Counseling Program
- Adult Special Education Independent Living Program (District Program)
- 9th – 12th Grade Highly Capable Program
- Career and Technical Education

Variations in student capacity between schools may result from the special or nontraditional programs offered at specific schools. Some students, for example, leave their regular classroom for a short period of time to receive instruction in these special programs. New schools are designed to accommodate many of these programs. However, existing schools often require space modifications to accommodate special programs, and in some circumstances, these modifications may affect the overall classroom capacities of the buildings.

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

The District educational program standards which directly affect school capacity are outlined below for the elementary, middle, and high school grade levels.

Educational Program Standards for Elementary Schools

- Class size for grades K – 3rd will not exceed 19 students.
- Class size for grades 4th and 5th will not exceed 24 students.
- All students will be provided library/media services in a school library.
- Special Education for students may be provided in, inclusion, self-contained or specialized classrooms.
- All students will be provided music instruction in a separate classroom (except LES due to capacity).
- Each classroom will have access to computers and related educational technology.
- Optimum design capacity for new elementary schools is 475 students. However, actual capacity of individual schools may vary depending on the educational programs offered.
- All students will be provided physical education instruction in a gym/multipurpose room.

Educational Program Standards for Middle and High Schools

- Class size for middle school grades will not exceed 27 students.
- Class size for high school grades will not exceed 29 students.
- As a result of scheduling conflicts for student programs, the need for specialized rooms for certain programs, and the need for teachers to have a work space during planning periods, it is not possible to achieve 100% utilization of all regular teaching stations throughout the day. In updating this Capital Facility Plan, a building review of classroom use was conducted in order to reflect the actual classroom utilization in the high school and middle school. Therefore, classroom capacity should be adjusted using a utilization factor of 95% at the middle school and 85% at the high school to reflect the use of classrooms for teacher planning. Special Education for students will be provided in self-contained or specialized classrooms. Inclusion model for qualified students on IEP's.
- Each classroom is equipped with access to computers and related educational-technology.
- Identified students will also be provided other nontraditional educational opportunities in classrooms designated as follows:
 - Counseling Offices
 - Resource Rooms (i.e. computer labs, study rooms)
 - Special Education Classrooms
 - Program Specific Classrooms (i.e. music, drama, art, physical education, Industrial Arts and Agricultural Sciences, STEM).

- Optimum design capacity for new middle schools is 600 students. However, actual capacity of individual schools may vary depending on the educational programs offered.
- Optimum design capacity for new high schools is 800 students. However, actual capacity of individual schools may vary depending on the educational programs offered.

Minimum Educational Service Standards

The District will evaluate student housing levels based on the District as a whole system and not on a school by school or site by site basis. This may result in portable classrooms being used as interim housing, attendance boundary changes or other program changes to balance student housing across the system as a whole. A boundary change or a significant programmatic change would be made by the Board of Directors following appropriate public review and comment. The District may also request that development be deferred until planned facilities can be completed to meet the needs of the incoming population; however, the District has no control over the ultimate land use decisions made by the permitting jurisdictions.

The District's minimum level of service ("MLOS") is as follows: on average, K-5 classrooms have no more than 26 students per classroom, 6-8 classrooms have no more than 28 students per classroom, and 9-12 classrooms have no more than 30 students per classroom. The District sets minimum educational service standards based on several criteria. Exceeding these minimum standards will trigger significant changes in program delivery. Minimum standards have not been met if, on average using current FTE figures: K-4 classrooms have more than 26 students per classroom, 5-8 classrooms have more than 28 students per classroom, or 9-12 classrooms more than 30 students per classroom. The term "classroom" does not include special education classrooms or special program classrooms (i.e. computer labs, art rooms, chorus and band rooms, spaces used for physical education and other special program areas). Furthermore, the term "classroom" does not apply to special programs or activities that may occur in a regular classroom. The MLOS is not the District's desired or accepted operating standard.

For 2021-22 and 2022-23, the District's compliance with the MLOS was as follows (with MLOS set as applicable for those school years):

2021-22 School Year						
LOS Standard	MINIMUM LOS# Elementary	REPORTED LOS Elementary	MINIMUM LOS Middle	REPORTED LOS Middle	MINIMUM LOS High	REPORTED LOS High
	26	20.09	28	21.63	30	24.85

2022-23 School Year						
LOS Standard	MINIMUM LOS# Elementary	REPORTED LOS Elementary	MINIMUM LOS Middle	REPORTED LOS Middle	MINIMUM LOS High	REPORTED LOS High
	26	19.92	28	22.19	30	24.94

* The District determines the reported LOS by adding the number of students in regular classrooms at each grade level and dividing that number by the number of teaching stations (excludes portables).

SECTION 3 CAPITAL FACILITIES INVENTORY

The facilities inventory serves to establish a baseline for determining the facilities necessary to accommodate future demand (student enrollment) at acceptable levels of service. This section provides an inventory of capital facilities owned and operated by the District including schools, relocatable classrooms, undeveloped land, and support facilities. Facility capacity is based on the space required to accommodate the District's adopted educational program standards. See Section 2. Attached as Figure 1 (page 3) is a map showing locations of District facilities.

A. *Schools*

The District maintains three elementary schools, one middle school, and one high school. Lakewood Elementary School accommodates grades P-5, Cougar Creek Elementary School accommodates grades K-5, and English Crossing Elementary School accommodates grades K-5. Lakewood Middle School serves grades 6-8, and Lakewood High School serves grades 9-12.

School capacity was determined based on the number of teaching stations within each building and the space requirements of the District's adopted educational program. It is this capacity calculation that is used to establish the District's baseline capacity, and to determine future capacity needs based on projected student enrollment. The school capacity inventory is summarized in Table 1.

Relocatable classrooms are not viewed by the District as a solution for housing students on a permanent basis. Therefore, these facilities are not included in Table 1.

**Table 1
School Capacity Inventory**

Elementary School	Site Size (Acres)	Building Area (Square Feet)	Teaching Stations	Permanent Capacity	Year Built or Remodeled
English Crossing	*	41,430	20	403	1994
Cougar Creek	10**	44,217	21	424	2003
Lakewood	*	45,400	16	323	1958, 1997
TOTAL	*	131,047	57	1,150	

Middle School	Site Size (Acres)	Building Area (Square Feet)	Teaching Stations	Permanent Capacity	Year Built or Remodeled
Lakewood Middle	*	79,945	27	670	1971, 1994, 2002, 2024

High School	Site Size (Acres)	Building Area (Square Feet)	Teaching Stations	Permanent Capacity	Year Built or Remodeled
Lakewood High	*	169,000	34	850	2017

*Note: All facilities are located on one 89-acre campus located at Tax Parcel No. 31053000100300.

**The Cougar Creek site is approximately 22 acres located at 16216 11th Ave NE, Arlington, WA 98223. Note that the presence of critical areas on the site does not allow full utilization at this site.

B. Relocatable Classrooms

Relocatable classrooms are used on an interim basis to house students until funding can be secured to construct permanent classrooms. The District currently uses 19 relocatable classrooms at various school sites throughout the District to provide additional interim capacity. A typical relocatable classroom can provide capacity for a full-size class of students. Current use of relocatable classrooms throughout the District is summarized in Table 2. Table 2 includes only those relocatable classrooms used for regular capacity purposes. The average size of a single relocatable classroom is approximately 896 square feet. See page 22 for total square footage by grade level. The District's relocatable classrooms have adequate useful remaining life and are evaluated regularly.

Table 2
Relocatable Classroom (Portable) Inventory

Elementary School	Relocatable Classrooms	Interim Capacity
English Crossing	2	40
Cougar Creek	4	80
Lakewood	10	200
SUBTOTAL	16	320

Middle School	Relocatable Classrooms	Interim Capacity
Lakewood Middle	3	78
SUBTOTAL	3	78

High School	Relocatable Classrooms	Interim Capacity
Lakewood High	0	0
SUBTOTAL	0	0

TOTAL	19	398
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C. Support Facilities

In addition to schools, the District owns and operates additional facilities which provide operational support functions to the schools. An inventory of these facilities is provided in Table 3.

**Table 3
Support Facility Inventory**

Facility	Building Area (Square Feet)
Administration	1,384
Business and Operations	1,152
Storage	2,456
Bus Garage/Maintenance Shop	7,416
Stadium	14,304

The District is also a party to a cooperative agreement for use of the Marysville School District transportation facility (which is owned by the Marysville School District).

D. Land Inventory

The District does not own any sites which are developed for uses other than schools and/or which are leased to other parties.

E. Leased Facilities

The District leases a 900 square foot portable located in the district office compound that hosts the Teaching and Learning Department and Technology Leadership.

SECTION 4

STUDENT ENROLLMENT PROJECTIONS

The District's October 1, 2023, reported enrollment was 2,614 HC students (2,533.64 FTE). Enrollment projections are most accurate for the initial years of the forecast period. Moving further into the future, more assumptions about economic conditions and demographic trends in the area affect the projection. Monitoring birth rates in Snohomish County and population growth for the area are essential yearly activities in the ongoing management of the capital facilities plan. In the event that enrollment growth slows, plans for new facilities can be delayed. It is much more difficult, however, to initiate new projects or speed projects up in the event enrollment growth exceeds the projection.

A. *Six Year Enrollment Projections*

Two enrollment forecasts were conducted for the District: an estimate by the Office of the Superintendent of Public Instruction (OSPI) based upon the cohort survival method; and a modified cohort enrollment forecast prepared by a demographer. The District also estimated enrollment based upon adopted Snohomish County population forecasts ("ratio method").

Based on the cohort survival methodology, a total of 2,773 students are expected to be enrolled in the District by 2029, a slight increase from the October 2023 enrollment levels. Notably, the cohort survival method is not designed to anticipate fluctuations in development patterns. This deficiency is exacerbated by enrollment anomalies that occurred as a result of the COVID pandemic, particularly in the 2020-21 school year. Historically the OFM numbers and OSPI cohort percentages are lower than the district projections. See Appendix A-1.

Snohomish County provides OFM population-based enrollment projections for the District using OFM population forecasts as adopted by the County. The County provided the District with the estimated total population in the District by year. In 2023, the District's student enrollment constituted approximately 14.60% of the total population in the District. Assuming that between 2024 and 2029, the District's enrollment will continue to constitute 14.60% of the District's total population and using OFM/County data, OFM/County methodology projects a total enrollment of 2,850 students in 2029, or an approximately 9.03% increase.

The District obtained in May 2023 an updated enrollment forecast from a professional demographer, FLO Analytics. They provided a low, middle and high estimate of students using full-time equivalent (FTE) counts. Based on this analysis, and using the middle numbers, a total enrollment of 2,743 FTE students, or 209 additional students, are expected by the 2029-30 school year. This projection is an increase of approximately 8.25% over 2023 enrollment. Growth is projected at the elementary and middle school levels, with some plateau at the high school level during the six-year planning period, but picking up in the immediate years following. The FLO Analytics forecast utilizes historic enrollment patterns, demographic and land use analysis based upon information from Snohomish County and the cities of Arlington and Marysville, census data, OFM forecasts, and Washington State Department of Health birth data. It also considers the impacts of the pandemic on enrollment. The detailed FLO Analytics forecast report is on file with the District and a grade level analysis is included in Appendix A-2.

The comparison of OSPI cohort, District projections, and OFM/County projected enrollments is contained in Table 4.

Table 4
Projected Student Enrollment (FTE)
2024-2029

Projection	Oct. 2023*	2024	2025	2026	2029	2028	2029	Change 2024-29	Percent Change 2024-29
OFM/County	2,614	2,653	2,692	2,731	2,770	2,809	2,850	236	9.03%
OSPI Cohort**	2,614	2,623	2,666	2,678	2,732	2,753	2,773	159	6.08%
District***	2,534	2,567	2,605	2,634	2,697	2,727	2,743	209	8.25%

* Actual reported enrollment, October 2023 (headcount for OFM/OSPI; FTE for District)

**Based upon the cohort survival methodology; complete projections located at Appendix A..

***FLO Analytics using FTE; grade level projections located in Appendix A.

The District is aware of notable pending residential development within the District. Specifically, nearly 1,100 multi-family units are planned for or currently in construction within the District boundaries as well as nearly 500 single family units.

Given the District-specific detailed analysis contained in the FLO Analytics report, the District is relying on the projections in that report for purposes of planning for the District's needs during the six years of this plan period. The District plans to watch enrollment growth closely as new development continues. Future updates to the Plan will continue to revisit enrollment projections and methodologies.

B. 2044 Enrollment Projections

Student enrollment projections beyond 2029 are highly speculative. Using OFM/County data as a base, the District projects a 2044 student HC population of 3,517. This is based on the OFM/County data using total population as related to District enrollment.

Projected enrollment by grade span for the year 2044 is provided in Table 5. Again, these estimates are highly speculative and are used only for general planning purposes.

Table 5
Projected Student Enrollment
2044

Grade Span	HC Enrollment – October 2023	Projected Enrollment 2044*
Elementary (K-5)	1,182	1,590
Middle School (6-8)	616	829
High School (9-12)	816	1,098
TOTAL (K-12)	2,614	3,517

*Assumes average percentage per grade span remains constant between 2023 and 2044.

Note: Snohomish County Planning and Development Service provided the underlying data for the 2044 projections.

SECTION 5 CAPITAL FACILITIES NEEDS

The projected available student capacity was determined by subtracting projected FTE student enrollment from permanent school capacity (i.e. excluding portables) for each of the six years in the forecast period (2024-2029).

Capacity needs are expressed in terms of “unhoused students.”

Projected future capacity needs are depicted on Table 6-A and are derived by applying the projected enrollment to the capacity existing in the 2023-24 school year. The method used to define future capacity needs assumes no new construction. For this reason, planned construction projects are not included at this point. This factor, as applicable, is added later (see Table 7).

This table shows actual space needs and the portion of those needs that are “growth related” for the years 2024-2029. Note that this chart can be misleading as it reads out growth-related capacity needs related to recent growth within the District.

Table 6-A*
Additional Capacity Needs***
2023-2029

Grade Span	2023	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	Pct. Growth Related
Elementary (K-5)								
Total	32	18	20	76	92	103	115	
Growth Related	32	--	--	44	60	71	83	72%
Middle School (6-8)								
Total	0	0	0	0	0	0	8	
Growth Related	--	--	--	--	--	--	8	100%
High School								
Total	0	0	0	0	0	0	0	
Growth Related	--	--	--	--	--	--	--	--%

*Please refer to Table 7 for capacity and projected enrollment information.

**Actual October 2023 Enrollment

***Additional “Growth Related Capacity Needs” equal the “Total” for each year less “deficiencies” existing as of 2023. Existing deficiencies as of 2023 include capacity needs related to recent growth from new development through that date.

By the end of the six-year forecast period (2029), additional permanent classroom capacity will be needed as follows:

Table 6-B
Unhoused Students

Grade Span	Unhoused Students /Growth Related in Parentheses)
Elementary (K-5)	115/(83)
Middle School (6-8)	8/(8)
High School (9-12)	-(-)
TOTAL UNHOUSED (K-12)	123/(91)

Again, any planned construction projects are not included in the analysis in Table 6-B. In addition, it is not the District's policy to include relocatable classrooms when determining future capital facility needs; therefore interim capacity provided by relocatable classrooms is not included in Table 6-B. However, Table 6-C incorporates the District's current relocatable capacity (see Table 2) for purposes of identifying available capacity.

Table 6-C
Unhoused Students – Mitigated with Relocatables

Grade Span	2029 Unhoused Students /Growth Related in (Parentheses)	Relocatable Capacity
Elementary (K-5)	115/(83)	320
Middle School (6-8)	8/(8)	78
High School (9-12)	-(-)	0
Total (K-12)	123(91)	398

Importantly, Table 6-C does not include relocatable adjustments that may be made to meet capacity needs. For example, the relocatable classrooms currently designated to serve elementary school needs could be used to serve high school capacity needs. Therefore, assuming no permanent capacity improvements are made, Table 6-C indicates that the District will have adequate interim capacity with the use of relocatable classrooms to house students during this planning period.

Projected permanent capacity needs are depicted in Table 7. They are derived by applying the District's projected number of students to the projected capacity. Planned improvements by the District through 2029 are included in Table 7 and more fully described in Table 8.

Table 7
Projected Student Capacity
2024-2029

Elementary School Surplus/Deficiency

	Oct 2023	2024	2025	2026	2027	2028	2029
Existing Capacity	1,150	1,150	1,150	1,150	1,150	1,150	1,150
Added Permanent Capacity							
Total Permanent Capacity	1,150	1,150	1,150	1,150	1,150	1,150	1,150
Enrollment`	1,182	1,168	1,170	1,226	1,242	1,253	1,265
Surplus (Deficiency)**	(32)	(18)	(20)	(76)	(92)	(103)	(115)

* Reported October 2023 FTE enrollment

** Does not include portable capacity

Middle School Surplus/Deficiency

	Oct 2023*	2024	2025	2026	2027	2028	2029
Existing Capacity	670	670	670	670	670	670	670
Added Permanent Capacity							
Total Permanent Capacity	670	670	670	670	670	670	670
Enrollment	616	650	652	633	632	625	678
Surplus (Deficiency)**	54	20	18	37	38	45	(8)

* Reported October 2023 FTE enrollment

**Does not include portable capacity.

High School Surplus/Deficiency

	Oct 2023*	2024	2025	2026	2027	2028	2029
Existing Capacity	850	850	850	850	850	850	850
Added Permanent Capacity							
Total Permanent Capacity	850	850	850	850	850	850	850
Enrollment	816	749	784	776	823	849	800
Surplus (Deficiency)**	34	101	66	74	27	1	50

* Reported October 2023 FTE enrollment

**Does not include portable capacity

See Appendix A for complete breakdown of enrollment projections.

See Table 6-A for a comparison of additional capacity needs due to growth versus existing deficiencies.

Table 7 does not include existing, relocated, or added portable facilities.

SECTION 6 CAPITAL FACILITIES FINANCING PLAN

A. *Planned Improvements*

In March 2000, the voters passed a \$14,258,664 bond issue for school construction and site acquisition. A new elementary school and a middle school addition were funded by that bond measure. In April 2014, the District's voters approved a \$66,800,000 bond measure to fund improvements, including a capacity addition at Lakewood High School, which opened in the fall of 2017. In the Spring of 2020, the District added a STEM lab and two classrooms at Lakewood Middle School.

Currently, the District is assessing future capacity needs and, at the present time, anticipates adding portable capacity to address short term needs with immediate plans to add portables in the summer of 2024 in the space between Lakewood Middle School and Lakewood Elementary School in order to provide K-5 interim capacity at LES. The District is not planning for permanent capacity improvements as a part of this CFP update. However, the District is considering, based on recommendations of the 2023 Citizens' Facility Advisory Committee, a new middle school with the existing Lakewood Middle School thereafter converted to Lakewood Elementary School to provide additional K-5 capacity. Both facilities would provide capacity to serve growth. The District is in early planning as to this recommendation. Future updates to this CFP, including a potential interim update, will identify updated plans and funding sources.

Based upon current needs, the District anticipates that it may need to consider the following acquisitions and/or improvements within the six years of this Plan.

Projects Adding Permanent/Temporary Capacity:

- Acquisition and siting of portable facilities to accommodate growth needs.

Non-Capacity Adding Projects:

- None planned

Other:

- Land acquisition for future sites.

In the event that planned construction projects do not fully address space needs for student growth and a reduction in interim student housing, the Board could consider various courses of action, including, but not limited to:

- Alternative scheduling options;
- Changes in the instructional model;
- Grade configuration changes;
- Increased class sizes; or
- Modified school calendar.

Funding for planned improvements is typically secured from a number of sources including voter approved bonds, State School Construction Assistance funds, and impact fees. Where applicable, the potential funding sources are discussed below.

B. Financing for Planned Improvements

1. 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 approve the issuance of bonds. Bonds are then retired through collection of property taxes. In March 2000, District voters approved a \$14,258,664 bond issue for school construction and site acquisition, which included funding of Cougar Creek Elementary School. In April 2014, the District's voters approved a \$66,800,000 bond measure to fund improvements, including a capacity addition, at Lakewood High School. The District does not have current plans for a future bond or capital levy proposal. Future updates to the CFP will include any proposed or in process planning.

2. State School Construction Assistance

State School Construction Assistance funds come from the Common School Construction Fund and is administered by the Office of the Superintendent of Public Instruction (OSPI). The State deposits revenue from the sale of renewable resources from State school lands set aside by the Enabling Act of 1889 into the Common School Account. If these sources are insufficient to meet needs, the Legislature can appropriate General Obligation Bond funds or OSPI can prioritize projects for funding. School districts may qualify for State School Construction Assistance Program (SCAP) funds for specific capital projects based on a prioritization system. The District is eligible for State School Construction Assistance Program (SCAP) funds for certain projects at the 59.01% funding percentage level. The current Construction Cost Allowance, the maximum cost/square foot recognized for SCAP funding, is set in the legislature in the biennial budget and currently is \$375.00/eligible square foot. The District does not anticipate being eligible for SCAP funds for the projects planned in this CFP.

3. Impact Fees

Impact fees are a means of supplementing traditional funding sources for construction of public facilities needed to accommodate new development. School impact fees are generally collected by the permitting agency at the time plats are approved or building permits are issued.

4. Six Year Financing Plan

The Six-Year Financing Plan shown in Table 8 demonstrates how the District intends to fund new construction and improvements to school facilities for the years 2024-2029. Where applicable, potential financing components include a bond or capital levy, impact fees, and State School Construction Assistance Program funds. Projects and portions of projects which remedy existing deficiencies are not appropriate for impact fee funding. Thus, impact fees will not be used to finance projects or portions of projects which do not add capacity or which remedy existing deficiencies.

Table 8
Capital Facilities Plan

Improvements Adding Permanent Capacity (Costs in Millions)

Project	2024	2025	2026	2027	2028	2029	Total Cost	Bonds/ Levy/ Other Local	State Funds	Impact Fees
Elementary School										
Middle School										
High School										
Portables (all grade levels)	\$0.50		\$0.50	\$0.50	\$0.50	\$0.75	\$2.750	X		X
Site Acquisition			\$0.775				\$0.775	X		X

Improvements Not Adding Capacity (Costs in Millions)

Project	2024	2025	2026	2027	2028	2029	Total Cost	Bonds/ Levy/ Other Local	State Funds	Impact Fees
Elementary										
Middle School										
High School										

SECTION 7 SCHOOL IMPACT FEES

The GMA authorizes jurisdictions to collect impact fees to supplement funding of additional public facilities needed to accommodate new development. Impact fees cannot be used for the operation, maintenance, repair, alteration, or replacement of existing capital facilities used to meet existing service demands.

A. School Impact Fees in Snohomish County

The Snohomish County General Policy Plan (“GPP”) which implements the GMA sets certain conditions for school districts wishing to assess impact fees:

- The District must provide support data including: an explanation of the calculation methodology, a description of key variables and their computation, and definitions and sources of data for all inputs into the fee calculation.
- Such data must be accurate, reliable and statistically valid.
- Data must accurately reflect projected costs in the Six-Year Financing Plan.
- Data in the proposed impact fee schedule must reflect expected student generation rates from at least the following residential dwelling unit types: single family; multi-family/studio or 1-bedroom; and multi-family/2-bedroom or more.

Snohomish County established a school impact fee program in November 1997, and amended the program in December 1999. This program requires school districts to prepare and adopt Capital Facilities Plans meeting the specifications of the GMA. Impact fees calculated in accordance with the formula, which are based on projected school facility costs necessitated by new growth and are contained in the District’s CFP, become effective following County Council adoption of the District’s CFP.

B. Methodology and Variables Used to Calculate School Impact Fees

Impact fees are calculated utilizing the formula in the Snohomish County Impact Fee Ordinance. The resulting figures are based on the District’s cost per dwelling unit to, as applicable, purchase land for school sites, make site improvements, construct schools, and purchase/install relocatable facilities that add interim capacity needed to serve new development.

- The Site Acquisition Cost, School Construction Cost, and Temporary/Portable Facility Cost factors are based on planned or actual costs of growth-related school capacity (required on-site/off-site improvements). Costs vary with each site and each facility. See Table 8, Finance Plan. The “Permanent Facility Square Footage” is used in combination

with the “Temporary Facility Square Footage” to apportion the impact fee amounts between permanent and temporary capacity figures. A student factor (or student generation rate) is used to identify the average cost per dwelling unit by measuring the average number of students generated by each housing type. A description of the student factor methodology is contained in Appendix B. The District did not update its student generation rates for this CFP given that it is not requesting school impact fees.

- Where applicable, credits are applied in the formula to account for State School Construction Assistance funds to be reimbursed to the District and projected future property taxes to be paid by the dwelling unit. See page 18. The tax credit uses the 20-year general obligation bond rate from the Bond Buyer index, the District’s current levy rate for bonds, and average assessed value of all residential dwelling units in the District (provided by Snohomish County) by dwelling unit type to determine the corresponding tax credit.

The costs of projects that do not add capacity are not included in the impact fee calculations. Furthermore, because the impact fee formula calculates a “cost per dwelling unit”, an identical fee is generated regardless of whether the total new capacity project costs are used in the calculation or whether the District only uses the percentage of the total new capacity project costs allocated to the Districts growth-related needs, as demonstrated in Table 6-A. When applicable, the District uses the full project costs in the fee formula when calculating school impact fees. Furthermore, impact fees will not be used to address existing deficiencies. See Table 8 for a complete identification of funding sources.

The District is not requesting school impact fees as a part of this Capital Facilities Plan update.

FACTORS FOR ESTIMATED IMPACT FEE CALCULATIONS

Student Generation Factors – Single Family

Elementary	.126
Middle	.079
High	.063
Total	.268

Average Site Cost/Acre

N/A

Student Generation Factors – Multi Family (1 Bdrm)

Elementary	.026
Middle	.000
High	.000
Total	.026

Temporary Facility Capacity

Capacity	20/26
Cost	\$250,000

SCAP Credit (OSPI)

Current Eligible Cost Percentage	59.01%
Current Construction Cost Allocation	375.00

Student Generation Factors – Multi Family (2+ Bdrm)

Elementary	.101
Middle	.038
High	.045
Total	.184

District Average Assessed Value (Snohomish Co.)

Single Family Residence	\$615,195
-------------------------	-----------

Projected Student Capacity per Facility

N/A

District Average Assessed Value (Snohomish Co.)

Multi Family (1 Bedroom)	\$175,173
--------------------------	-----------

Multi Family (2+ Bedroom)	\$242,411
---------------------------	-----------

Required Site Acreage per Facility

SPI Square Footage per Student (WAC 392-343-035)

Elementary	90
Middle	108
High	130

Facility Construction/Cost Average

N/A

Debt Service Tax Rate for Bonds (Snohomish Co.)

Current/\$1,000	\$1.12394
-----------------	-----------

Permanent Facility Square Footage (LSD Inventory)

Elementary	131,047
Middle	79,945
High	169,000
Total	379,992

General Obligation Bond Interest Rate (Bond Buyer)

Bond Buyer Index (avg February 2024)	3.48%
--------------------------------------	-------

96.0%

Developer Provided Sites/Facilities

Value	0
Dwelling Units	0

Temporary Facility Square Footage (LSD Inventory)

Elementary	14,382
Middle	2,688
High	0
Total	17,070

4.0%

Total Facility Square Footage

Elementary	145,429
Middle	82,633
High	169,000
Total	397,062

100.00%

C. Proposed Lakewood School District Impact Fee Schedule

The District does not have permanent capacity projects planned as a part of the 2024 CFP. See discussion in Section 6 above. As such, the District is not requesting the collection of school impact fees as a part of this Capital Facilities Plan. The District expects that future project planning and updates to the Capital Facilities Plan will result in a renewed request for impact fees as a part of a future CFP.

Table 9
School Impact Fees
Snohomish County, City of Arlington, City of Marysville*

Housing Type	Impact Fee Per Dwelling Unit
Single Family	\$0
Townhome/Duplex	\$0
Multi-Family (2+ Bedroom)	\$0
Multi-Family (1 Bedroom/less)	\$0

**Table 9 reflects a 50% adjustment to the calculated fee as required by local ordinances.*

APPENDIX A

POPULATION AND ENROLLMENT DATA

Table A-1

**ACTUAL STUDENT ENROLLMENT 2018-2023
PROJECTED STUDENT ENROLLMENT 2024-2029
Based on OSPI Cohort Survival* Headcount Enrollment**

School District	Grade	2018 Actual	2019 Actual	2020 Actual	2021 Actual	2022 Actual	2023 Actual	Survival Percentage	2024 Projected	2025 Projected	2026 Projected	2027 Projected	2028 Projected	2029 Projected
Lakewood	Kindergarten	178	188	128	189	194	164		174	175	175	175	175	176
Lakewood	Grade 1	179	183	191	156	190	213	107.31	176	187	188	188	188	188
Lakewood	Grade 2	190	177	172	209	156	196	101.08	215	178	189	190	190	190
Lakewood	Grade 3	166	194	184	188	209	174	105.37	207	227	188	199	200	200
Lakewood	Grade 4	175	179	189	195	203	206	103.55	180	214	235	195	206	207
Lakewood	Grade 5	223	173	181	208	184	229	103.43	213	186	221	243	202	213
Lakewood	Grade 6	186	235	176	194	222	193	105.18	241	224	196	232	256	212
Lakewood	Grade 7	206	204	232	173	207	211	101.68	196	245	228	199	236	260
Lakewood	Grade 8	185	213	216	217	170	212	100.69	212	197	247	230	200	238
Lakewood	Grade 9	217	192	229	216	230	186	105.33	223	223	208	260	242	211
Lakewood	Grade 10	171	220	182	224	208	227	97.79	182	218	218	203	254	237
Lakewood	Grade 11	203	174	208	188	226	190	98.36	223	179	214	214	200	250
Lakewood	Grade 12	157	182	159	217	184	213	95.49	181	213	171	204	204	191
Lakewood	Total	2,436	2,514	2,447	2,574	2,583	2,614		2,623	2,666	2,678	2,732	2,753	2,773

Source: OSPI Form 1049 (printed Feb. 2024)

Table A-2

**PROJECTED ENROLLMENT BY GRADE SPAN
(DISTRICT - FLO Analytics)****

Figure 16: Enrollment (FTE) Forecasts by Individual Grade: Middle Scenario

Grade	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33
K	191.21	193.44	191.01	197.95	202.11	201.39	202.41	204.21	206.02	207.82	209.62
1	188.54	195.95	198.23	195.75	202.85	207.12	206.38	207.43	209.28	211.12	212.97
2	155.00	194.66	201.33	202.69	200.15	207.41	211.77	211.02	212.09	213.98	215.87
3	207.73	158.95	198.65	205.45	206.84	204.24	211.66	216.10	215.34	216.43	218.36
4	203.00	214.60	164.20	203.23	210.19	211.61	208.95	216.54	221.09	220.31	221.42
5	184.94	203.31	214.92	164.45	203.54	210.51	211.93	209.27	216.87	221.42	220.64
6	221.69	193.94	213.20	225.39	172.45	213.44	220.76	222.24	219.46	227.42	232.20
7	205.67	229.24	200.55	220.47	233.06	178.33	220.71	228.28	229.81	226.93	235.17
8	168.02	211.79	236.06	206.51	227.03	240.00	183.63	227.28	235.07	236.65	233.68
9	228.17	172.69	217.67	242.62	212.25	233.33	246.66	188.73	233.59	241.60	243.22
10	207.20	226.23	171.21	215.82	240.55	210.44	231.34	244.56	187.13	231.60	239.54
11	204.03	185.65	202.69	153.40	193.37	215.53	188.55	207.28	219.12	167.66	207.51
12	148.41	172.85	157.27	171.71	129.96	163.81	182.59	159.73	175.60	185.63	142.03
K-5	1,130.42	1,160.91	1,168.35	1,169.51	1,225.67	1,242.28	1,253.10	1,264.57	1,280.68	1,291.08	1,298.88
6-8	595.38	634.97	649.81	652.37	632.54	631.77	625.10	677.80	684.34	691.01	701.05
9-12	<u>787.81</u>	<u>757.40</u>	<u>748.85</u>	<u>783.55</u>	<u>776.12</u>	<u>823.11</u>	<u>849.14</u>	<u>800.30</u>	<u>815.43</u>	<u>826.49</u>	<u>832.31</u>
Total	2,513.61	2,553.28	2,567.02	2,605.43	2,634.34	2,697.16	2,727.35	2,742.68	2,780.45	2,808.57	2,832.24

Lakewood School District October 2022-23 enrollment and FLO 2023-24 to 2032-33 enrollment forecasts (middle, or preferred, scenario). Enrollment values omit students enrolled in Transitional Kindergarten and full-time Running Start.

APPENDIX B

STUDENT GENERATION FACTOR REVIEW



MEMORANDUM

To: John Poolman
Executive Director of Finance
Lakewood School District

Date: April 4, 2022

From: Tyler Vick
Managing Director

Benjamin Maloney
Demographer/Data Analyst

Project No.: F1867.01.004

Re: **Student Generation Report— Lakewood School District**

At the request of the Lakewood School District (District/LSD), FLO Analytics (FLO) has prepared an analysis of the student generation rates (SGRs) as a result of recent single-family and multifamily construction (2017–2021) within the district. This document details the methodology FLO used to create the SGRs for LSD; an analysis of recent single-family (SF) and multifamily (MF) construction; and SGRs for SF, 0–1 bedroom (BR) MF units, and 2+ BR MF units. The findings are presented per individual grade and per grade group.

METHODS

The SGR analysis is based on two data sources: (1) January 2017 to December 2021 residential developments from the Snohomish County Assessor's Office (SCAO) and (2) October 2021 student enrollment provided by the District. The residential development data include information regarding the building size, room count, assessed value, and year built, along with a significant amount of other structural information. Data that contained incomplete records (e.g., no stated location) or did not coincide with a remote visual inspection (i.e., Google Earth) were removed from the final database prior to the calculations. Senior housing was also not included in the analysis. Additional investigation into the residential data from the SCAO necessitated the removal of three residential construction developments that were erroneously listed as having been completed between 2017 and 2021. These consisted of three mobile home sites that have been present since at least 2010. The final data were then joined to Snohomish County tax parcels to provide a spatial understanding of recent residential construction trends.

According to data obtained from the SCAO, residential construction activity has continued at a brisk pace with 127 SF units and 6 MF buildings completed between 2017 and 2021 (SF). While the majority of the SF construction consisted of units classified as "Single Family Residence – Detached" (115 units), other SF use codes were also constructed, including construction classified as 2 Single Family Residences (two detached residences per parcel) and manufactured homes (owned and leased). MF development ranged from 15–20 unit residences to 301+ unit construction. About 87 percent (734 units) of these new MF units were 2+ BR units, while the remainder (114 units) were 0–1 BR units. While considered MF buildings, Cedar Pointe Apartments (Senior Facility) and Holman Recovery Center were removed from the analysis.

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R:\F1867.01 Lakewood School District\Document\004_2022.04.04 Student Generation Report\Lakewood SD Student Generation Report 2022.docx

All students (grades kindergarten [K] through 12) in the October 2021, Student Information System (SIS) were geocoded; however, the analysis considered only students that reside within the district boundary. Any students geocoded to locations not within a parcel (e.g., along a street right-of-way) were relocated within the parcel corresponding to the student's address. The student address points were then compared to the 2017–2021 residential construction data. These two data sets were spatially joined to create a record that indicates the development, the number of students living at a location, and all pertinent attributes for this analysis, including current grade level. With this combination of information, SGRs were calculated for SF housing, 0–1 BR MF units, and 2+ BR MF units as detailed in the results below.

RESULTS

Single-Family Residential Unit Rates

All new SF residential units (constructed between 2017 and 2021) from the SCAO were compared with the District's October 2021 SIS, and the number of students at each grade level living in those units was determined. The 127 SF units were compared to the 2,602 students enrolled within the District, and the following matches were found by grade level(s):

Table 1. Rate of Matches by Grade for Single-Family Units

Grade	Matches	Rate
K	2	0.016
1	5	0.039
2	6	0.047
3	1	0.008
4	1	0.008
5	1	0.008
6	5	0.039
7	3	0.024
8	2	0.016
9	2	0.016
10	3	0.024
11	1	0.008
12	2	0.016
K–5	16	0.126
6–8	10	0.079
9–12	8	0.063
K–12	34	0.263

Multifamily Developments

While SF data are nearly completely accounted for in the SCAO data, there are significant data gaps with regard to MF construction. For instance, the SCAO MF development data do not include the number of bedrooms in the building and parcels may be layered on top of one another on occasion. FLO performed additional research to determine the number of MF units and breakdown of units by bedroom count, as well as to remove all duplicate parcels. To aid this effort, FLO received additional SIS attributes from the District including the number or letter identifier of the MF units in which students reside.

FLO reached out to the building management at the six projects constructed between January 2017 and December 2021 to ascertain the bedroom count of each unit that housed students. Information given to the building management consisted of only the unit identifier; no identifying information was disclosed. FLO received bedroom count information for Villas at Arlington, Trailside at the Lodge, and Twin Lakes Landing. Despite numerous attempts, no bedroom information could be received from The Landing at Smokey Pointe for the two students living at units within this building. Based on trends within and surrounding the district, we assumed both students reside within a 2+ BR unit. No students reside at Affinity at Arlington and the unnamed garden style apartment.

Multifamily 0–1 BR Rates

FLO calculated the MF 0–1 BR SGRs by comparing data on 0–1 BR MF units with the District's October 2021 SIS and determining the number of students at each grade level living in those units. As of this writing, FLO estimates that 114 0–1 BR units were constructed from 2017 to 2021. Matches to current students are indicated in the table below.

Table 2. Rate of Matches by Grade for Multifamily 0–1 BR Units

Grade	Matches	Rate
K	0	0.000
1	0	0.000
2	1	0.009
3	0	0.000
4	0	0.000
5	2	0.018
6	0	0.000
7	0	0.000
8	0	0.000
9	0	0.000
10	0	0.000
11	0	0.000
12	0	0.000
K–5	3	0.026
6–8	0	0.000
9–12	0	0.000
K–12	3	0.026

Multifamily 2+ BR Rates

FLO calculated the MF 2+ BR SGRs by comparing data on 2+ BR MF units with the District's October 2021 SIS and determining the number of students at each grade level living in those units. It is estimated that 734 2+ BR units were constructed from 2017 to 2021. Matches to current students are indicated in the table below.

Table 3. Rate of Matches by Grade for Multifamily 2+ BR Units

Grade	Matches	Rate
K	16	0.022
1	9	0.012
2	12	0.016
3	11	0.015
4	13	0.018
5	13	0.018
6	11	0.015
7	10	0.014
8	7	0.010
9	12	0.016
10	9	0.012
11	4	0.005
12	8	0.011
K-5	83	0.101
6-8	28	0.038
9-12	33	0.045
K-12	144	0.184

Summary of Student Generation Rates

Table 4. Student Generation Rate Summary by Housing Type and Aggregated Grade Levels

Type	PS-5	6-8	9-12	PS-12
Single-family	0.126	0.079	0.063	0.268
Multifamily 0-1 BR	0.026	0.000	0.000	0.026
Multifamily 2+ BR	0.101	0.038	0.045	0.184

Summary of 2017-2021 Multifamily Developments

Table 5. Summary of Multifamily Developments by Elementary School Boundary

Building Name	Number of Units	School
The Landing at Smokey Pointe	48	English Crossing ES
Villas at Arlington	312	English Crossing ES
Trailside at The Lodge	250	English Crossing ES
Affinity At Arlington	170	Cougar Creek ES
Twin Lakes Landing	50	Cougar Creek ES
Unnamed Garden Style Apartment	18	English Crossing ES

Summary of Single-Family Housing Built by Year

Table 6. Summary of Single-Family Housing Construction by Year

2017	2018	2019	2020	2021
11	23	36	36	21

APPENDIX C

SCHOOL IMPACT FEE CALCULATIONS

This section does not updated for the 2024-2029 Capital Facilities Plan since the District is not requesting a school impact fee. Future updates to this CFP may include an impact fee.

Regular Board Meeting**Wednesday, July 17, 2024****In-Person: LHS Library, 17023 11th Ave NE, Arlington, WA 98223****Remote Access:** <https://lwsd306.zoom.us/j/94771014931>**Phone Dial-In Access:** (253)205-0468**Zoom Webinar ID:** 947 7101 4931**Board of Directors Present**

Board President Sandy Gotts

Board Vice President Leah Tocco

Board Director Dana Krueger

Board Director Steve Larson

Board Director Dawn Taylor

District Administration Present

Dr. Erin Murphy, Superintendent

Bryan Toutant, Executive Director of Teaching and Learning

Tim Haines, Executive Director of Human Resources and Student Services

James Peckham, Executive Director of Finance

Baldeep Singh, Director of Technology

Kristina Bowman, Communications Specialist-Online

1. OPENING OF MEETING**A. Meeting Called to Order**

President Gotts called the meeting to order at 6:00 p.m.

B. Pledge of Allegiance

The Pledge of Allegiance was conducted.

2. RECOGNITION OF GUESTS / REQUEST TO BE HEARD & PUBLIC COMMENT**A. Request to be Heard & Public Comment**

No public comment was made.

3. CONSENT AGENDA

The Consent Agenda Included:

A. Staff Status

B. Warrants

- June 28, 2024
- July 3, 2024
- July 17, 2024

C. Payroll for the Month of June 2024

D. Minutes from June 20, 2024

Motion: That the Board approves the Consent Agenda items as presented.

Motion by Director Krueger, second by Director Final Resolution: Motion Carries

Yea: Leah Tocco, Dana Krueger, Steve Larson, Dawn Taylor, Sandy Gotts

4. ADMINISTRATIVE REPORTS**A. Finance Report- James Peckham**

James Peckham, Executive Director of Finance, provided an overview of fund balances as of June 2024 and July 2024 enrollment. General Fund, revenue of \$2.5 mil, expenditures of \$4.1 mil, and ending balance of \$5.9 mil; Capital Projects Fund, revenue of \$10,193, expenditures of \$48,812, and ending balance of \$3.1 mil; Debt Service, revenue of \$31,197, expenditures of \$607,667, and ending balance of \$2.8 mil; ASB, revenue of \$11,167, expenditures of \$9,854 and ending balance of \$330,472; Transportation Fund, revenue of \$1,193, no expenditures, and balance of \$281,064. Staffing and supply expenditures were discussed.

Director Peckham reported enrollment for summer programs included eight students for a total of 4 FTE in Running Start and two students for a total of .66 FTE in Open Doors.

B. Superintendent Report

Superintendent Murphy discussed what's been happening in the district this summer. Cheer practice took place at Lakewood High School, students are having fun creating artwork at Summer Academy, Cougar Creek and English Crossing Elementary were recognized by the Washington School Recognition Program, and our summer meals program is serving breakfast and lunch to children 0-18 through the end of July. It is estimated that the program serves 229 breakfasts per day, and there are also more meals served at lunch. Summer Academy is in full swing, Superintendent Murphy enjoys watching the students' smiles and participating in their activities. Summer Academy staff have been amazing. Here is a quick overview of upcoming July and August events, and July 4 was the only observance.

5. NEW BUSINESS

A. 2024-2029 Lakewood School District Capital Facilities Plan

As required under the Growth Management Act, Alex VanDuine presented a draft Capital Facilities Plan (2024-2029) for board approval. For the next six years (2024-2029), the District must show projected student enrollment numbers in order to determine student capacity requirements, as well as a financing plan including impact fees for capital improvements. A two-year update is required. There was discussion and suggested updates to school program titles.

Motion: That the Board approves the 2024-2029 Lakewood School District Capital Facilities Plan as presented.

Motion by Director Larson, second by Director Taylor

Final Resolution: Motion Carries

Yea: Leah Tocco, Dana Krueger, Steve Larson, Dawn Taylor, Sandy Gotts

6. POLICY REVIEW

A. Revised 3211 Gender Inclusive Schools-First Reading, Tim Haines

Tim Haines, Executive Director of Human Resources and Student Services presented revised board policy 3211, "Gender Inclusive Schools" (previously known as "Transgender Students"). The revisions include several important changes that are intended to better support gender inclusion. This was the first reading for input from the board, no changes were suggested.

B. Revised 3205 Sexual Harassment of Students Prohibited-First Reading, Tim Haines

Tim Haines, Executive Director of Human Resources and Student Services presented revised board policy 3205/3205P, "Sexual Harassment of Students Prohibited."

Title IX of the Education Amendments Act of 1972 prohibits exclusion from education, denial of the benefits thereof, or discrimination under any educational program on the basis of sex. A number of revisions have been made, primarily to administrative procedures. As of August 1, 2024, new U.S. Department of Education rules will be implemented under Title IX of the 1973 Education Amendments. As part of the new Title IX rules, there are prohibitions on sex-based harassment as well as specific requirements for school districts in response to allegations of sex-based discrimination. As a result of these rules, there is a shift in federal guidelines for how schools must respond to sexual harassment, which are in line with the Washington guidelines for sexual harassment. For Washington schools, the most significant impact of the new Title IX rules will likely be a comparatively easier grievance process. No changes were suggested.

C. Corrected Procedures: 5253P Maintaining Professional Staff/Student Boundaries, Tim Haines

Tim Haines, Executive Director of Human Resources and Student Services presented revised board procedures for the maintaining of professional staff/student boundaries policy 5253. The updated procedures reflect who is responsible for the district's human resources.

D. Revised 5001 Hiring of Retired School Employees-First Reading, Erin Murphy

Superintendent Erin Murphy presented updated draft of Board Policy 5001 Hiring of Retired School Employees. This is an essential policy and was most recently updated on 9/5/2012. This policy is part of the 5000 series, which pertains to policies related to Personnel. The policy 5001 Hiring of Retired School Employees refers to how the district can hire retired school personnel. In this policy update, the legal requirements for hiring retirees are clarified in relation to TRS Plan 1, 2, and 3, SERS Plan 2 and 3, and PERS Plan 2. A number of legal references were also updated. Additionally, the update of this policy will eliminate the current procedure - WSSDA does not have a procedure associated with it. No changes were suggested.

E. Revised 5005 Employment: Disclosures, Certification Requirements, Assurances and Approval-First Reading, Erin Murphy

Superintendent Erin Murphy presented updated draft of Board Policy 5005 Employment: Disclosures, Certification Requirements, Assurances and Approval. This is an essential policy and was most recently updated on 9/5/2012. This policy is part of the 5000 series, which pertains to policies related to Personnel. Disclosures, Certification Requirements, Assurances and Approval, Policy 5005, describes district requirements for hiring, including following federal immigration laws, reporting all new employees to state DSHS, requesting staff to sign a release allowing staff to contact prior employers about sexual misconduct, and requiring applicants to disclose criminal history. In addition, the policy discusses requiring certificated staff to hold valid certificates and having a designated person check records. Updates to the policy include the changing of the name to also include volunteers (both in title and many of the requirements) with the new title being, "Policy 5005 Employment and Volunteers: Disclosures, Certification Requirements, Assurances and Approval." More substantive updates included the creation of subtitles within the policy to more clearly delineate sections, the creation of conditional employment and pre-employment drug testing sections, and a number of additional clarifying statements across sections. There were also a number of updates to the legal references connected to this policy. In addition, the update of this policy will lead to the elimination of the current procedure - WSSDA does not have a procedure associated with this policy. No changes were suggested.

F. Revised 5050 Contracts-First Reading, Erin Murphy

Superintendent Erin Murphy presented updated draft of Board Policy 5050 Contracts. This is an essential policy and was most recently updated on 8/15/2018. This policy is part of the 5000 series, which pertains to policies related to Personnel. Policy 5050 Contracts speaks to the development of written contracts for employment for the following groups: certificated staff, classified staff, supplemental contracts, and consultants. Updates to the policy include the delineation of types of certificated staff contracts. The most changes occurring in the section added pertaining to principal and superintendent contracts. Additional changes were made in identified sections in alignment with the WSSDA model policy updates. In addition, the name of a cross-referenced board policy was updated and three legal references were added as well. No changes were suggested.

G. Revised 5201 Drug-Free Schools, Community, and Workplace-First and Final Reading, Erin Murphy

Superintendent Erin Murphy presented updated draft of Board Policy 5201 Drug-Free Schools, Community, and Workplace. This is an essential policy and was most recently updated on 3/16/2016. This policy is part of the 5000 series, which pertains to policies related to Personnel.

Policy 5201 speaks to the safety of the workplace and the prohibition of the use, possession, transmission, or trafficking of illegal and/or controlled substances. The policy also reviews the requirements for staff when taking over-the-counter or prescription medications and possible disciplinary action that could result as a failure to follow the policy. Update of this policy will also lead to the elimination of the procedure as there is no longer a WSSDA procedure for this policy. The other WSSDA recommended updates include the adding of a comma to the title (following Community), and updating the lettering under the "Prohibited Behavior" section. No changes were suggested.

Motion: That the Board approves updated Policy 5201 Drug-Free Schools, Community, and Workplace as presented.

Motion by Director Krueger, second by Director Larson

Final Resolution: Motion Carries

Yea: Leah Tocco, Dana Krueger, Steve Larson, Dawn Taylor, Sandy Gotts

H. Revised 5222 Job-Sharing Staff Members-First Reading, Erin Murphy

Superintendent Erin Murphy presented updated draft of Board Policy 5222 Job-Sharing Staff Members. This is an essential policy and was most recently updated on 11/18/2014. This policy is part of the 5000 series, which pertains to policies related to Personnel. Policy 5222 Job-Sharing Staff Members speaks to the opportunity for two employees to share one position and the conditions under which such job-sharing positions are created. The updates to this policy include the identification of the number of employees who can share a position, language in the reservation of district authority section, the addition of the creation of a written plan annually for employees sharing a position, and board cross references. No changes were suggested.

I. Revised 5240 Evaluation of Staff-First and Final Reading, Erin Murphy

Superintendent Erin Murphy presented updated draft of Board Policy 5240 Evaluation of Staff. This is an essential policy and was most recently updated on 3/16/2016. This policy is part of the 5000 series, which pertains to policies related to Personnel. In Policy 5240, specific information is identified about evaluating certificated teachers and principals, certified support personnel, other administrative staff, and classified staff. Updates only relate to the addition of a new legal reference for school nurses. No changes were suggested.

Motion: That the Board approves updated Policy 5240 Evaluation of Staff as presented.

Motion by Director Larson, second by Director Krueger

Final Resolution: Motion Carries

Yea: Leah Tocco, Dana Krueger, Steve Larson, Dawn Taylor, Sandy Gotts

J. Revised 3225 School-Based Threat Assessment-First and Final Reading, Erin Murphy

Superintendent Erin Murphy presented updated draft of Board Policy 3225 School-Based Threat Assessment. This is an essential policy and was most recently updated on 6/21/2023. This policy is part of the 3000 series, which pertains to policies related to Students. Policy 3225 speaks to the Board and district's commitment to creating a safe and secure learning environment for students and staff and outlines the function of and structure for the threat assessment process. This policy was recently updated, but small updates have taken place since then with the replacement of the word, "expulsion" with "removal," and the removal of the additional word "imposing." In addition, since the most recent update, the Board has approved Policy 2145 and thus this is now cross-referenced and referred to within the policy and an additional policy we do have is now cross-reference (Policy 3143). No changes were suggested.

Motion: That the Board approves updated Policy 3225 School-Based Threat Assessment as presented.

Motion by Director Krueger, second by Director Taylor

Final Resolution: Motion Carries

Yea: Leah Tocco, Dana Krueger, Steve Larson, Dawn Taylor, Sandy Gotts

K. Revised 1220 Board Officers and Duties of Board Members-First and Final Reading, Erin Murphy

Superintendent Erin Murphy presented updated draft of Board Policy 1220 Board Officers and Duties of Board Members. This is a discretionary policy and was most recently updated in February of 2024. This policy is part of the 1000 series, which pertains to policies related to the Board of Directors. Policy 1220 speaks to both the specific roles of board officers and members of the board. The policy outlines the responsibilities of the board chair/president, vice chair/president, and the legislative representative. Additionally, the policy outlines the responsibilities of each board member. The only edit to this policy was to align the election of the board legislative representative to the timeline outlined in Policy 1210 Annual Organizational Meeting, with the addition of "December" to designate the month in which the election will occur. No changes were suggested.

Motion: That the Board approves updated Policy 1220 Board Officers and Duties of Board Members as presented.

Motion by Vice President Tocco, second by Director Krueger

Final Resolution: Motion Carries

Yea: Leah Tocco, Dana Krueger, Steve Larson, Dawn Taylor, Sandy Gotts

L. Revised 1225 School Director Legislative Program-First and Final, Erin Murphy

Superintendent Erin Murphy presented updated draft of Board Policy 1225 School Director Legislative Program. This is a discretionary policy and was adopted in February of 2024. This policy is part of the 1000 series, which pertains to policies related to the Board of Directors. Policy 1225 speaks to the importance of board advocacy in legislative matters at the regional, state, and national levels. Outlined within the policy are commitments to legislative action by the board, most notably of which is the identification of a legislative representative who will provide leadership for the board in supporting legislative action that furthers the mission of public schools and represents the needs and interests of Lakewood School District. The only edit to this policy was to align the election of the board legislative representative to the timeline outlined in Policy 1210 Annual Organizational Meeting, with the addition of "of December" to designate the month in which the election will occur. No changes were suggested.

Motion: That the Board approves updated Board Policy 1225 School Director Legislative Program as presented.

Motion by Director Larson, second by Director Krueger

Final Resolution: Motion Carries

Yea: Leah Tocco, Dana Krueger, Steve Larson, Dawn Taylor, Sandy Gotts

7. ADJOURNMENT

Next Regular Meeting:

August 7, 2024

Lakewood High School Library

17023 11th Ave NE

Arlington, WA 98223

Other Meetings:

Board Retreat, July 31, 2024

4:00 p.m. to 7:00 p.m.

14402 E Lake Goodwin Rd.

Stanwood, WA 98292

President Gotts adjourned the regular meeting at 7:26 p.m.

 08 / 09 / 2024

President of the Board Date

 08 / 08 / 2024

Secretary of the Board Date

DETERMINATION OF NONSIGNIFICANCE
Lakewood School District #306 2024 Six Year Capital Facilities Plan

Description of Proposal: This threshold determination analyzes the environmental impacts associated with the following actions, which are so closely related to each other that they are in effect a single course of action:

1. The adoption of the Lakewood School District's Capital Facilities Plan 2024-2029 by the Lakewood School District No. 306 for the purposes of planning for the facilities needs of the District; and

2. The proposed amendment of the Comprehensive Plans of Snohomish County and the cities of Arlington and Marysville to include the Lakewood School District's 2024 Capital Facilities Plan as part of the Capital Facilities Element of the Comprehensive Plans of those jurisdictions. The District will forward this request to the relevant jurisdictions for review and potential action.

Proponent: Lakewood School District No. 306

Location of the Proposal: The Lakewood School District includes an area of approximately 25 square miles. Parts of unincorporated Snohomish County and parts of the cities of Arlington and Marysville fall within the District's boundaries.

Lead Agency: Lakewood School District No. 306

The lead agency for this proposal has determined that the proposal does not have a probable significant adverse environmental impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after a review of the completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

It is the policy of the District that, when undertaking an action involving the exercise of substantive SEPA authority, the District shall consider, as appropriate under the circumstances, the ramifications of such action as to one or more of the factors listed in Lakewood School District Policy 6890, Substantive Authority.

This Determination of Nonsignificance (DNS) is issued under WAC 197-11-340(2). The lead agency will not act on this proposal for 14 days from the date of issue. Comments must be submitted by 4:30 p.m., July 29, 2024. The responsible official will reconsider the DNS based on timely comments and may retain, modify, or, if significant adverse impacts are likely, withdraw the DNS. If the DNS is retained, it will be final after the expiration of the comment deadline.

Responsible
Official: Dr. Erin Murphy
Superintendent
Lakewood School District No. 306

Telephone: (360) 652-4500

Address: Lakewood School District
P.O. Box 220
North Lakewood, WA 98259-0220

You may provide comments regarding this determination in writing with receipt required by 4:30 p.m., July 29, 2024, to Dr. Erin Murphy, Superintendent, Lakewood School District P.O. Box 220, North Lakewood, WA 98259-0220.

Date of Issue: 6/18/2024, 2024
Date Published: 6/20/2024, 2024

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SEPA¹ Environmental Checklist

Purpose of checklist

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. **You may use “not applicable” or “does not apply” only when you can explain why it does not apply and not when the answer is unknown.** You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to **all parts of your proposal**, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for lead agencies

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B, plus the Supplemental Sheet for Nonproject Actions (Part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in “Part B: Environmental Elements” that do not contribute meaningfully to the analysis of the proposal.

¹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/Checklist-guidance>

A. Background

[Find help answering background questions²](#)

1. Name of proposed project, if applicable:

The adoption of the Lakewood School District's (the "District") 2024 Capital Facilities Plan ("CFP") for the purposes of planning for the District's facilities needs. Adoption of the CFP is a nonproject proposal.

The District prepares annual updates to the CFP in accordance with the Washington State Growth Management Act, and the codes of Snohomish County and the cities of Arlington and Marysville. The CFP is a nonproject planning document, covers a six-year planning period, and includes:

- Future enrollment forecasts for each grade span (elementary, middle and high school).
- An inventory of existing capital facilities owned by the District, showing the locations and capacities of those facilities
- A forecast of the future needs for capital facilities and the proposed capacities of expanded or new capital facilities.
- A six-year plan for financing capital facilities within projected funding capacities which identifies sources of public money for such purposes.
- A calculation of school impact fees to be assessed pursuant to RCW 82.02

The District's Board of Directors will review and consider approval and adoption of the 2024 CFP. If approved and adopted, the District will send the CFP to Snohomish County and the cities of Arlington and Marysville for consideration of inclusion into their respective Comprehensive Plans. A copy of the District's draft Capital Facilities Plan is available for review in the District's office.

2. Name of applicant:

Lakewood School District No. 306

3. Address and phone number of applicant and contact person:

Lakewood School District No. 306
P.O. Box 220
North Lakewood, WA 98259

Contact Person: Alex VanDuine, Facilities Supervisor
Telephone: (360) 652-4503 Ext 1030

4. Date checklist prepared:

May 24, 2024

5. Agency requesting checklist:

² <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-A-Background>

Lakewood School District No. 306, acting as the lead agency for environmental review and SEPA compliance for this nonproject proposal.

6. Proposed timing of schedule (including phasing, if applicable):

The District's 2024 CFP is scheduled to be considered for adoption by the District School Board on or about August ___, 2024. If the Board of Directors approves and adopts the 2024 CFP, it will be sent to Snohomish County and the cities of Arlington and Marysville for consideration of inclusion into the Capital Facilities Element of their respective Comprehensive Plans. The potential projects included in the CFP will be subject to project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

This is a nonproject planning action. The 2024 CFP includes required six-year enrollment projections and related school capacities to determine whether additional school capacity may be needed to accommodate enrollment growth from new development. During the six-year planning period, the District may add portables at existing school sites. The District is also considering recent recommendations from the 2023 Citizens' Facility Advisory Committee to construct a new middle school and convert the existing Lakewood Middle School to Lakewood Elementary School. Future CFP updates will include relevant planning.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

As applicable, all potential projects included in the 2024 CFP requiring threshold determinations will undergo environmental review at the time of formal proposal and process when full details of the projects are known and able to be analyzed.

The following environmental information relates to planned projects included in the Capital Facilities Plan for which environmental review is complete: Not applicable.

Information included in this environmental checklist is from the Capital Facilities Plan 2024, which is incorporated into this review.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

This is a nonproject action and addresses educational planning for the entirety of the Lakewood School District. There are no known applications covering the entire District.

10. List any government approvals or permits that will be needed for your proposal, if known.

As a non-project planning document, the 2024 CFP itself does not require permitting. The District anticipates that, following any Board approval and adoption of the CFP, its jurisdictions will consider incorporation of the 2024 CFP by reference in the Capital Facilities Element of each jurisdiction's Comprehensive Plan to inform student enrollment capacity planning related to existing and planned residential development.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

This is a non-project planning document. This proposal involves the adoption of a six-year Capital Facilities Plan (CFP) by the Lakewood School District to comply with the Washington State Growth Management Act (RCW 36.70A.070) and the codes of Snohomish County and the cities of Arlington and Marysville. The purpose of the CFP is to provide these jurisdictions with a description of enrollment projections and school capacities over the required six-year planning period 2024-2029 to determine whether future school facilities may be needed to accommodate growth from new development. If the Board of Directors approves and adopts the 2024 CFP, it will be sent to Snohomish County and the cities of Arlington and Marysville for consideration of inclusion into the Capital Facilities Element of their respective Comprehensive Plan. Potential projects included in the CFP will be subject to project-specific environmental review at the time of formal proposal and process when full details of the projects are known and able to be analyzed.

The District updates the Capital Facilities Plan on an annual basis and carefully monitors enrollment projections against capacity needs. If legally supportable, the District requests its local jurisdictions to collect impact fees on behalf of the District, with the CFP providing a basis for such collection.

Impact fees included in the CFP, if requested, are based on growth related construction projects. This year's CFP does not request school impact fees.

A copy of the 2024 CFP is available for review upon request to the District.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The 2024 CFP applies to educational planning within the Lakewood School District boundaries. The District boundaries include an area of approximately 25 square miles. Portions of unincorporated Snohomish County and the cities of Arlington and Marysville fall within the District's boundaries. The District's CFP contains a map of the District's boundaries. A detailed map of the District's boundaries can be viewed at the District's offices.

B.Environmental Elements

1. Earth

[Find help answering earth questions³](https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-earth)

a. General description of the site:

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:

This is a non-project action. The geographic area comprising the Lakewood School District includes a variety of topographic land forms and gradients. Specific topographic characteristics of the sites at which potential projects included in the 2024 CFP are located will be identified during project-level environmental review at the appropriate time during formal proposal when project specifics are known and able to be analyzed.

b. What is the steepest slope on the site (approximate percent slope)?

N/A. See WAC 197-11-960.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

N/A. See WAC 197-11-960.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

This is a non-project action. Unstable soils may exist within the geographic area comprising the District. Specific soil limitations on individual sites of the potential projects included in the 2024 CFP will be identified during project-level environmental review at the appropriate time during formal proposal when project specifics are known and able to be analyzed.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

N/A. See WAC 197-11-960.

f. Could erosion occur because of clearing, construction, or use? If so, generally describe.

This is a non-project action. It is possible that erosion could occur as a result of the construction of potential projects proposed in the 2024 CFP. The erosion impacts of the individual projects will be evaluated on a site-specific basis at the time of project-specific environmental review at the appropriate time during formal proposal when

³ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-earth>

project specifics are known and able to be analyzed. Individual projects will be subject to all local approval processes.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

N/A. See WAC 197-11-960.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.**

This is a non-project action. The erosion potential of the proposed projects included in the 2024 CFP and appropriate control measures will be addressed during project-specific environmental review at the appropriate time during formal proposal when project specifics are known and able to be analyzed. Relevant erosion reduction and control requirements will be met.

2. Air

[Find help answering air questions](#)⁴

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

This is a non-project action. Various emissions, many construction-related, may result from individual projects proposed in the 2024 CFP. The air-quality impacts of each potential project will be evaluated during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed. Please see the Supplemental Sheet for Non-Project Actions.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

This is a non-project action. Any off-site sources of emissions or odor that may affect the individual projects proposed in the 2024 CFP will be addressed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:**

This is a non-project action. The individual potential projects in the 2024 CFP will be addressed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed and will be subject to local approval processes. Proposed measures will be identified at that time. The District will be required to comply with all applicable air regulations and air permit requirements.

⁴ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Air>

3. Water

[Find help answering water questions⁵](#)

a. Surface:

[Find help answering surface water questions⁶](#)

- 1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

This is a non-project action. There is a network of surface water bodies in the geographic area comprising District. The surface water bodies that are in the immediate vicinity of the potential projects included in the 2024 CFP will be identified during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed. When necessary, the surface water regimes and flow patterns will be researched and incorporated into the designs of the individual projects.

- 2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

This is a non-project action. The potential projects included in the 2024 CFP may require work near the surface waters located within the District. Applicable local and/or state approval requirements will be satisfied.

- 3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

This is a non-project action. Information with respect to the placement or removal of fill and dredge material as a component of the potential projects included in the 2024 CFP will be provided during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

- 4. Will the proposal require surface water withdrawals or diversions? Give a general description, purpose, and approximate quantities if known.**

This is a non-project action. Any surface water withdrawals or diversions required in connection with the potential projects included in the 2024 CFP will be addressed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

⁵ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water>

⁶ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Surface-water>

5. Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

This is a non-project action. The geographic area comprising the District includes 100-year floodplain areas. Review of potential projects within a 100-year floodplain included in the 2024 CFP will be addressed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

6. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

This is a non-project action. Specific information regarding the discharge of waste materials that may be required as a result of the potential projects included in the 2024 CFP will be provided during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

b. Ground:

[Find help answering ground water questions⁷](#)

1. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known.

This is a non-project action. Individual potential projects included in the 2024 CFP may impact groundwater resources. Those impacts will be addressed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed. Each project will be subject to applicable local and/or state regulations.

2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

This is a non-project action. The discharge of waste material that may take place in connection with the potential projects included in the 2024 CFP will be addressed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

c. Water Runoff (including stormwater):

⁷ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater>

- 1. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

This is a non-project action. Individual potential projects included in the 2024 CFP may have stormwater runoff consequences. Specific information regarding the stormwater impacts of each project will be addressed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed. Each project will be subject to applicable local and/or state stormwater regulations.

- 2. Could waste materials enter ground or surface waters? If so, generally describe.**

This is a non-project action. The potential projects included in the 2024 CFP may result in the discharge of waste materials into ground or surface waters. The specific impacts of each potential project on ground and surface waters will be identified during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed. Each project will be subject to all applicable regulations regarding the discharge of waste materials into ground and surface waters.

- 3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

This is a non-project action. The specific impacts of each potential project on drainage patterns will be identified during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed. Each project will be subject to regulations related to altering or diverting drainage patterns.

- 4. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:**

This is a non-project action. Specific measures to reduce or control runoff impacts associated with the potential projects included in the 2024 CFP will be addressed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

4. Plants

[Find help answering plants questions](#)

- a. Check the types of vegetation found on the site:**

- ☐ **deciduous tree: alder, maple, aspen, other**
- ☐ **evergreen tree: fir, cedar, pine, other**
- ☐ **shrubs**
- ☐ **grass**

- ☐ pasture
- ☐ crop or grain
- ☐ orchards, vineyards, or other permanent crops.
- ☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- ☐ water plants: water lily, eelgrass, milfoil, other
- ☐ other types of vegetation

This is a non-project planning document. A variety of vegetative zones are located within the District. Inventories of the vegetation located on the sites of potential projects proposed in the 2024 CFP will be developed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

b. What kind and amount of vegetation will be removed or altered?

This is a non-project planning document. Some of the potential projects included in the 2024 CFP may require the removal or alteration of vegetation. The specific impacts on vegetation of the projects included in the CFP will be identified during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

c. List threatened and endangered species known to be on or near the site.

This is a non-project planning document. The geographic area comprising the District may include threatened and endangered species. An inventory of species that have been observed on or near the sites of the potential projects proposed in the 2024 CFP will be developed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

Investigation will include use of the Washington State Department of Fisheries and Wildlife's Priority Habitats and Species on the Web database.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.

This is a non-project action. Measures to preserve or enhance vegetation at the sites of the potential projects included in the 2024 CFP will be identified during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed. Each project will be subject to applicable local landscaping requirements.

e. List all noxious weeds and invasive species known to be on or near the site.

This is a non-project action. Noxious weeds and invasive species observed on or near the sites of the potential projects proposed in the 2024 CFP will be identified during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

5. Animals

[Find help answering animal questions](https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals)⁸

- a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site.**

Examples include:

- **Birds:** hawk, heron, eagle, songbirds, other:
- **Mammals:** deer, bear, elk, beaver, other:
- **Fish:** bass, salmon, trout, herring, shellfish, other:

This is a non-project planning document. An inventory of species that have been observed on or near the sites of the potential projects proposed in the 2024 CFP will be developed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

- b. List any threatened and endangered species known to be on or near the site.**

This is a non-project action. Inventories of threatened or endangered species known to be on or near the sites of the projects included in the 2024 CFP will be developed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed. Investigation will include use of the Washington State Department of Fisheries and Wildlife's Priority Habitats and Species on the Web database.

- c. Is the site part of a migration route? If so, explain.**

This is a non-project action. The impacts of the potential projects included in the 2024 CFP on migration routes will be addressed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

- d. Proposed measures to preserve or enhance wildlife, if any.**

This is a non-project action. Appropriate measures to preserve or enhance wildlife will be determined during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

- e. List any invasive animal species known to be on or near the site.**

This is a non-project action. Invasive animal species observed on or near the sites of potential projects proposed in the 2024 CFP will be identified during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

⁸ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals>

6. Energy and natural resources

[Find help answering energy and natural resource questions](#)⁹

- a. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

This is a non-project action. The State's Office of the Superintendent of Public Instruction requires the completion of a life-cycle cost analysis of all heating, lighting, and insulation systems before it will permit specific school projects to proceed. The energy needs of the potential projects included in the 2024 CFP will be determined at the time of specific engineering and site design planning at the appropriate time when project details are known.

- b. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

This is a non-project action. The impacts of the potential projects included in the 2024 CFP on the solar potential of adjacent properties will be addressed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

- c. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.**

This is a non-project action. Energy conservation measures proposed in connection with the potential projects included in the 2024 CFP will be considered during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

7. Environmental health

[Health Find help with answering environmental health questions](#)¹⁰

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur because of this proposal? If so, describe.**

N/A. This is a non-project action.

1. **Describe any known or possible contamination at the site from present or past uses.**

N/A. This is a non-project action.

2. **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

⁹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-6-Energy-natural-resou>

¹⁰ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-7-Environmental-health>

This is a non-project action. The potential projects included in the 2024 CFP will comply with all current codes, standards, rules and regulations. Individual projects will be subject to project-specific environmental review and local and/or state approval at the appropriate time during formal proposal when project details are known and able to be analyzed.

3. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

This is a non-project action. Toxic and hazardous chemicals that may be stored or produced by the potential projects included in the 2024 CFP will be subject to project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed. Such projects will comply with all current codes, standards, rules and regulations related to hazardous materials.

4. Describe special emergency services that might be required.

This is a non-project action. The need for special emergency services for the potential projects included in the 2024 CFP will be subject to project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

5. Proposed measures to reduce or control environmental health hazards, if any.

This is a non-project action. Individual potential projects included in the 2024 CFP will be subject to project-specific environmental review impacts for related environmental health hazards at the appropriate time during formal proposal when project details are known and able to be analyzed.

b. Noise

1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

This is a non-project action. A variety of noises from traffic, construction, residential, commercial and industrial areas exist within the District. The specific noise sources that may affect the potential projects included in the 2024 CFP will be identified during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site)?

This is a non-project action. The potential projects included in the 2024 CFP may create typical construction noises that will exist on a short-term basis. The projects could increase construction-related traffic around the construction sites on a short-term basis. Because the projects will increase the capacity of the District's school facilities, the projects may increase traffic-related or operations-related noise on a

longer-term basis once the new facilities are constructed and opened. Specifics of noise level changes will be evaluated during project-specific review at the appropriate time during formal proposal when project details are known and able to be analyzed.

3. Proposed measures to reduce or control noise impacts, if any:

This is a non-project action. The projected noise impacts of the potential projects included in the 2024 CFP will be evaluated and mitigated during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed. Each project will be subject to applicable local and/or state regulations.

8. Land and shoreline use

[Find help answering land and shoreline use questions](#)¹¹

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

This is a non-project action. There are a variety of land uses within the District, including residential, commercial, industrial, institutional, utility, open space, recreational, etc. Impacts to nearby or adjacent properties will be evaluated as part of the project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

This is a non-project action. Identification of the use of sites intended for any projects included in the CFP as working farmlands or working forest land will be identified and described during project-level environmental review when appropriate. The proposed projects in the 2024 CFP do not involve sites used for working farmlands or working forest lands.

1. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?

This is a non-project action. Any possible affects to surrounding farms or forest lands will be evaluated during project-specific environmental review at the appropriate during when project details are known and able to be analyzed.

c. Describe any structures on the site.

¹¹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-8-Land-shoreline-use>

This is a non-project action. Any structures located on the proposed sites of the potential projects included in the 2024 CFP will be identified and described during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

d. Will any structures be demolished? If so, what?

This is a non-project action. Any structures that will be demolished as a result of the projects included in the CFP, if any, have been or will be identified during project-level environmental review when appropriate.

e. What is the current zoning classification of the site?

This is a non-project action and not specific to any site. There are a variety of zoning classifications throughout the District. Projects proposed in the 2024 Capital Facilities Plan are zoned under applicable zoning codes and identification of the proposed projects or sites does not in itself direct land uses or serve as a basis for project-specific approvals. Rather, site-specific zoning information and requirements for projects proposed for construction activity in the 2024 CFP will be evaluated during project-specific environmental review when appropriate. All sites for potential school capacity projects proposed in the 2024 CFP are currently zoned for the intended school purpose.

f. What is the current comprehensive plan designation of the site?

This is a non-project action. District boundaries span multiple jurisdictions and the District owns facilities or properties in the unincorporated areas of Snohomish County and the cities of Arlington and Marysville. The sites for the potential projects proposed in the 2024 CFP are located among these jurisdictions and subject to the respective codes and comprehensive plans. All sites for potential school capacity projects proposed in the 2024 CFP are permitted by the underlying comprehensive plan designations for the intended school purpose.

g. If applicable, what is the current shoreline master program designation of the site?

This is a non-project action. Shoreline master program designations of the sites for the potential projects included in the 2024 CFP will be identified during project-specific environmental review when appropriate.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

This is a non-project action. Any environmentally sensitive areas located on the sites of the potential projects included in the 2024 CFP will be identified during project-specific environmental review.

i. Approximately how many people would reside or work in the completed project?

This is a non-project action. The current Lakewood School District student enrollment for the 2023-24 school year is 2,534 FTE students. Enrollment is expected to increase to approximately 2,743 students by the 2029-2030 school year. The District employs approximately 300 people.

j. Approximately how many people would the completed project displace?

This is a non-project action. It is not anticipated that any of the potential projects proposed in the 2024 CFP will displace any people from the sites. Final determination of any displacement caused by any potential project will be evaluated during project-specific environmental review at the appropriate time when project details are known and able to be analyzed.

k. Proposed measures to avoid or reduce displacement impacts, if any.

This is a non-project action. It is not anticipated that any of the potential projects proposed in the 2024 CFP will displace any people from the sites. Individual projects included in this CFP will be subject to project-specific environmental review and local approval when appropriate. Proposed mitigating measures will be determined at that time, if necessary.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.

This is a non-project planning document. The purpose of a school district Capital Facilities Plan is to provide local jurisdictions with a six-year projection of enrollment and school capacity to determine the need for new school facilities to accommodate growth from new development, and to provide a basis for the assessment of school impact fees, if appropriate.

The 2024 CFP has been developed consistent with RCW 36.70A and RCW 82.02.020. If the Board of Directors approves and adopts the 2024 CFP it will be sent to Snohomish County and the cities of Arlington and Marysville for consideration of inclusion into the Capital Facilities Element of their respective Comprehensive Plan. Compatibility of individual projects included in the 2024 CFP with existing land uses and plans will be assessed during project-specific environmental and permit review.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

This is a non-project action. The compatibility of the specific projects included in the Capital Facilities Plan with nearby agricultural and forest lands of long-term commercial significance has been or will be identified and described during project-level environmental review when appropriate.

9. Housing

[Find help answering housing questions](https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-9-Housing)¹²

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

¹² <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-9-Housing>

This is a non-project action. No housing units will be provided in connection with the completion of the potential projects included in the 2024 CFP.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

This is a non-project action. It is not anticipated that the potential projects included in the 2024 CFP will eliminate any housing units. The impacts of the potential projects included in the 2024 CFP on existing housing will be evaluated during project-specific environmental review at the appropriate time.

- c. Proposed measures to reduce or control housing impacts, if any:**

This is a non-project action. Measures to reduce or control any housing impacts caused by the potential projects included in the 2024 CFP will be addressed during project-specific environmental review at the appropriate time.

10. Aesthetics

[Find help answering aesthetics questions](#)¹³

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

This is a non-project action. Related aesthetic impacts of the potential projects included in the 2024 CFP will be addressed during project-specific environmental review, when appropriate.

- b. What views in the immediate vicinity would be altered or obstructed?**

This is a non-project action. Related aesthetic impacts of the potential projects included in the 2024 CFP will be addressed during project-specific environmental review, when appropriate.

- c. Proposed measures to reduce or control aesthetic impacts, if any:**

This is a non-project action. Appropriate measures to reduce or control the aesthetic impacts of the potential projects included in the 2024 CFP will be determined on a project-specific basis, when appropriate.

11. Light and glare

[Find help answering light and glare questions](#)¹⁴

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?**

¹³ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics>

¹⁴ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-11-Light-glare>

This is a non-project action. The light or glare impacts of the potential projects included in the 2024 CFP will be addressed during project-specific environmental review when project details are known and able to be analyzed.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

This is a non-project action. The light or glare impacts of the potential projects included in the 2024 CFP will be addressed during project-specific environmental review when project details are known and able to be analyzed.

c. What existing off-site sources of light or glare may affect your proposal?

This is a non-project action. Off-site sources of light or glare that may affect the potential projects included in the 2024 CFP will be evaluated during project-specific environmental review when project details are known and able to be analyzed.

d. Proposed measures to reduce or control light and glare impacts, if any:

This is a non-project action. Proposed measures to mitigate the light or glare impacts of the potential projects included in the 2024 CFP will be addressed during project-specific environmental review when project details are known and able to be analyzed.

12. Recreation

[Find help answering recreation questions](#)

a. What designated and informal recreational opportunities are in the immediate vicinity?

This is a non-project action. There are a variety of formal and informal recreational facilities within the District boundaries. These include both District-owned facilities and other public and private recreational facilities.

b. Would the proposed project displace any existing recreational uses? If so, describe.

This is a non-project action. Proposed new school facilities and modernizations to existing school facilities included in the 2024 CFP may enhance recreational opportunities and uses. Specific recreational impacts of the potential projects included in the 2024 CFP will be addressed during project-specific environmental review when project details are known and able to be analyzed.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

This is a non-project action. Adverse recreational impacts of the potential projects included in the 2024 CFP will be subject to mitigation during project-specific environmental review. A school site usually provides recreational facilities to the community in the form of playfields and gymnasiums that may be used outside of school hours.

13. Historic and cultural preservation

[Find help answering historic and cultural preservation questions](#)¹⁵

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.**

This is a non-project action. There are no known places or objects listed on, or proposed for, such registers on the sites of the potential projects included in the 2024 CFP. The existence of historic and cultural resources on or next to the sites will be addressed in more detail during project-specific environmental review.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

This is a non-project action. The geographic area comprising the District may include landmarks, features, or other evidence of Indian or historic use or occupation. An inventory of historical sites at or near the sites of the potential projects included in the 2024 CFP will be developed during project-specific environmental review. At a minimum, research will be conducted on the web using the Washington State Department of Archaeology & Historic Preservation's Washington Information System for Architectural and Archaeological Records Data (WISAARD) resource.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

This is a non-project action. Any landmarks, features, or other evidence of Indian or historic use or occupation, or material evidence, artifacts, or areas of cultural importance, on or near sites intended for any projects included in the Capital Facilities Plan have been or will be identified and described during project-level environmental review when appropriate. Appropriate methods will be proposed on a project-specific basis. At a minimum, research will be conducted on the web using the Washington State Department of Archaeology & Historic Preservation's Washington Information System for Architectural and Archaeological Records Data (WISAARD) resource.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

This is a non-project action. The impact on cultural or historic resources of the individual potential projects included in the 2024 CFP will be addressed during project-specific environmental review when project details are known.

¹⁵ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-13-Historic-cultural-p>

14. Transportation

[Find help with answering transportation questions](#)¹⁶

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

This is a non-project action. The impact on public streets and highways of the individual, potential projects included in the 2024 CFP will be addressed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

This is a non-project action. The relationship between public transit and individual potential projects in the 2024 CFP will be addressed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed. District schools are regularly served by District transportation service (yellow bus).

- c. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

This is a non-project action. The need for new streets or roads, or improvements to existing streets and roads associated with individual potential projects included in the 2024 CFP will be addressed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

- d. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

This is a non-project action. Use of water, rail or air transportation associated with individual potential projects included in the 2024 CFP will be addressed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

- e. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

This is a non-project action. The traffic impacts of individual potential projects included in the 2024 CFP will be addressed during project-specific environmental review at the

¹⁶ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation>

appropriate time during formal proposal when project details are known and able to be analyzed. Approved data models will be used to evaluate trips generated by individual projects.

- f. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

This is a non-project action. The traffic impacts of individual potential projects included in the 2024 CFP will be addressed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

- g. Proposed measures to reduce or control transportation impacts, if any:**

This is a non-project action. The mitigation of traffic impacts associated with individual potential projects included in the 2024 CFP will be addressed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

15. Public services

[Find help answering public service questions¹⁷](#)

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.**

The District does not anticipate that the projects identified in the CFP or the CFP itself will significantly increase the need for public services.

- b. Proposed measures to reduce or control direct impacts on public services, if any.**

This is a non-project action. Any proposed new school facilities will be code compliant and constructed with automatic security systems, fire alarms, smoke alarms, heat sensors, and sprinkler systems consistent with local and/or state requirements.

16. Utilities

[Find help answering utilities questions¹⁸](#)

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:**

This is a non-project action. Storm, power, and water are currently available to the sites of the potential projects included in the 2024 CFP. Other utilities are either available or the District will apply for approval of alternative sewage disposal systems/procedures. The types of utilities available at specific project sites will be addressed in detail during project-specific environmental review at the time of formal proposal when project details are fully known.

¹⁷ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-15-public-services>

¹⁸ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-16-utilities>

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

This is a non-project action. Utility revisions and construction needs will be identified during project-specific environmental review when project details are fully known.

C. Signature

[Find help about who should sign](#)¹⁹

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

 Recall Signature

> 

Sign by S1521148864294003847566B240841ca409af4529282.jpg

Type name of signee: Alex VanDuine

Position and agency/organization:

Date submitted: 6/20/2024

¹⁹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-C-Signature>

D. Supplemental sheet for nonproject actions

[Find help for the nonproject actions worksheet²⁰](#)

Do not use this section for project actions.

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

APPLICANT/AGENCY ADDED NOTE: The 2024 CFP is an educational facilities non-project planning document and will not itself direct regulation or serve as the basis for approval of any particular use. To the extent the Capital Facilities Plan makes it more likely that school facilities will be constructed, some of these environmental impacts may be more likely. However, neither approval of the CFP itself nor its inclusion as a part of any jurisdiction's Comprehensive Plan Capital Facilities Element serves as the basis for approval of any potential project referenced in the CFP that may be proposed for action, nor does it direct a land use approval of any site referenced in the CFP.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The 2024 CFP is an educational facilities non-project planning document and will not itself direct regulation or serve as the basis for approval any particular use. To the extent the Capital Facilities Plan makes it more likely that school facilities will be constructed, some of these environmental impacts may be more likely. Additional impermeable surfaces, such as roofs, access roads, and sidewalks could increase stormwater runoff, which could enter surface or ground waters. Heating systems, emergency generators, and other school equipment that is installed pursuant to the Capital Facilities Plan could result in air emissions. The projects included in the Capital Facilities Plan should not require the production, storage, or release of toxic or hazardous substances, with the possible exception of the storage of diesel fuel or gasoline for emergency generating equipment. The District does not anticipate a significant increase in the production of noise from its facilities, with the possible exception of noise production due to short-term construction activities or the presences of additional students/school operations on a site. Construction impacts related to noise and air would be short term and are not anticipated to be significant.

- **Proposed measures to avoid or reduce such increases are:**

²⁰ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-d-non-project-actions>

Proposed measures to mitigate any such increases described above have been or will be addressed during project-level environmental review when appropriate. Stormwater detention and runoff will meet applicable County and/or City requirements and may be subject to National Pollutant Discharge Elimination System ("NPDES") permitting requirements. Discharges to air will meet applicable air pollution control requirements. Fuel oil will be stored in accordance with local and state requirements.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The 2024 CFP is an educational facilities non-project planning document and will not itself direct regulation or serve as the basis for approval any particular use. The potential projects included in the 2024 CFP are not likely to generate significant impacts to plants, animals, fish, or marine life.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

As needed, specific measures to protect and conserve plants, animals, and fish will be identified during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed. Applicable code and regulatory provisions protecting/conserving plants, animals, fish, or marine life will be followed.

3. How would the proposal be likely to deplete energy or natural resources?

The 2024 CFP is an educational facilities non-project planning document and will not itself direct regulation or serve as the basis for approval any particular use. Should the potential projects included in the 2024 CFP be constructed, they will require the consumption of energy.

- **Proposed measures to protect or conserve energy and natural resources are:**

The potential projects included in the CFP will be constructed in accordance with applicable energy efficiency standards and requirements, and proposed measures needed to protect or conserve energy and natural resources have been or will be addressed during project-level environmental review when appropriate.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The 2024 CFP is an educational facilities non-project planning document and will not itself direct regulation or serve as the basis for approval any particular use and, as such, will not have an impact on these elements itself. Environmentally sensitive areas will be identified during project-specific environmental review and will be consistently addressed with local and/or state requirements.

- **Proposed measures to protect such resources or to avoid or reduce impacts are:**

Updates of the CFP will be coordinated with Snohomish County and the cities of Arlington and Marysville, with at least one of the above jurisdictions being the lead

permitting agency for any project proposed in the CFP. Appropriate measures as identified in collaboration with regulatory agencies will be proposed during project-specific environmental review at the appropriate time of formal proposal when project details are known and able to be analyzed.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The 2024 CFP is an educational facilities non-project planning document and will not itself direct regulation or serve as the basis for approval any particular use and, as such, does not in itself dictate certain shoreline and land uses. Any projects included within the CFP and subsequently proposed for project-specific review and permitting will be reviewed for compliance with existing plans.

- **Proposed measures to avoid or reduce shoreline and land use impacts are:**

This 2024 CFP is a non-project planning document and does not in itself dictate certain shoreline and land uses. Any projects included within the CFP and subsequently proposed for project-specific review and permitting will be reviewed and conditioned appropriately to avoid or reduce land use impacts.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The 2024 CFP is an educational facilities non-project planning document and will not itself direct regulation or serve as the basis for approval any particular use and, as such, does not itself create substantial new demands for transportation. The potential projects included in the CFP may create an increase in traffic near District facilities during the school year and during school start/end times. Impacts on transportation, public services, and utilities related to the potential projects included in the CFP will be addressed during project-specific environmental review at the appropriate time during formal proposal when project details are known and able to be analyzed.

- **Proposed measures to reduce or respond to such demand(s) are:**

This 2024 CFP is a non-project planning document and, as such, does not itself create substantial new demands for transportation, public services, or utilities. Therefore, no measures to reduce or respond to such demands are proposed at this time. Any proposed measures to reduce demands on transportation, public services or utilities have been or would be done at the project-specific level. Requirements of the permitting jurisdiction would be complied with as a part of the project.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The 2024 CFP is an educational facilities non-project planning document and will not itself direct regulation or serve as the basis for approval any particular use and does not conflict with any laws or requirements for the protection of the environment. Specific projects included in the Capital Facilities Plan have been or will be reviewed under project-level environmental review requirements. The Washington Growth Management Act (the GMA)

outlines 15 broad goals, including adequate provision of necessary public facilities and services. Schools are among these necessary facilities and services. The Capital Facilities Plan satisfies the requirements of RCW 36.70A.070, and to identify additional school facilities necessary to meet the educational needs of the growing student populations anticipated in the District.



MEMORANDUM

To: Dr. Lisa Gonzales
Executive Director – Finance & Operations
Marysville School District
4220 80th Street NE
Marysville, WA 98270

Date: March 1, 2024

Project No.: F2690.01.001

From: Alex Brasch
Senior Population Geographer

Kent Martin
Senior Planner

Re: **2024–25 to 2033–34 Enrollment Forecasts—Marysville School District**

At the request of Marysville School District (MSD/District), FLO Analytics (FLO) prepared enrollment forecasts for grades kindergarten (K) through 12 for the 2024–25 to 2033–34 school years. The study was completed through three main tasks: (1) demographic and residential development analysis, (2) enrollment assessment, and (3) enrollment forecasting. FLO developed three scenarios (low, middle, and high) of district-wide enrollment forecasts, representing the total number of students living within and outside the district boundary and attending district schools and programs. These forecasts are provided as district-wide totals and by individual grade. FLO also prepared more granular forecasts of the number of students enrolled at each of the District's elementary, middle, and high schools and special programs. Because MSD prefers that the low scenario forecasts be used for planning purposes, including individual school forecasts, any figures that focus on a single scenario use the low scenario forecasts.

Demographic and Residential Development Analysis

Understanding the population and housing trends within the geographic area of the district and surrounding region (Figure 1) is an integral part of the enrollment forecasting process. FLO mapped the distribution of student residences (Figure 2); reviewed historical, current, and projected demographic characteristics of the region; and analyzed current land use policies and anticipated residential development.

Population Trends

Figure 3 illustrates the 2000 to 2020 population change for Snohomish County, MSD, the City of Marysville, and unincorporated areas that comprise the district. Snohomish County grew steadily in the 2000s and 2010s, adding 107,311 (17.7 percent) and 114,622 (16.1 percent) residents, respectively. Over the 20-year period, the county grew by 36.6 percent. In comparison, the total population of MSD grew at a higher rate than the county in the 2000s and at a lower rate in the 2010s, adding 11,728 (20.4 percent) and 6,826 (9.9 percent) residents, respectively. That amounts to 32.3 percent growth over the 20-year period, adding a total of 18,554 residents. In 2000, most of

MSD's population resided in unincorporated Snohomish County (56.5 percent). Between 2000 and 2010, the City of Marysville annexed large portions of unincorporated Snohomish County, contributing to a more than doubling of the city population, increasing from 25,315 to 60,020 (137.1 percent). As a result, in 2010 most of MSD's population resided in Marysville (79.6 percent). The population of the unincorporated portion of the district decreased by 18,321 (56.5 percent) between 2000 and 2010, mostly due to the Marysville annexations. Despite limited annexation between 2010 and 2020, the city's population continued to increase, adding 10,694 residents (17.8 percent) over the 10-year period. The unincorporated portion of the district grew by 718 residents (5.1 percent) between 2010 and 2020.

Although the majority of Marysville is within the district boundary, 13.5 percent of the city's population lives outside of the MSD, in the Arlington, Lakewood, or Lake Stevens school district. Between 2010 and 2020, the city's annual average growth rate (AAGR) of 1.7 percent outpaced Snohomish County's AAGR of 1.5%. In comparison, the portion of Marysville within MSD had a lower AAGR of 1.1 percent, while the unincorporated portion of the district had an even lower AAGR of 0.5 percent.

One factor hindering enrollment growth has been slow growth or decline in the number of children residing in the district. Figure 4 depicts how the proportion of the population under the age of 18 changed in relation to the population over the age of 18. The AAGR of the population aged 18 and older (2.4 percent) outpaced the rate of the population under the age of 18 (0.6 percent) between 2000 and 2010. The AAGR's of both age groups decreased between 2010 and 2020, to 1.4 percent for the population age 18 and older and -0.3 percent for the population under the age of 18. The proportion of the population under the age of 18 decreased from 30 percent in 2000 to 26 percent in 2010 and to 23 percent in 2020.

The Washington Office of Financial Management published population projections (low, medium, and high series) for Snohomish County in December 2022. The medium series projection results in Figure 5 show that the county is expected to continue growing between 2020 and 2040, adding just over 210,000 residents, which is about 11,000 fewer than between 2000 and 2020. However, as the population base increases each decade, the AAGR decreases. AAGRs of 1.2 percent in the 2020s and 1.1 percent in the 2030s indicate an expectation that population growth will slow in comparison to the rates experienced from 2010 to 2020.

Housing Types and Student Generation Rates

Housing type is an important indicator of the expected average number of students generated per housing unit. For instance, on average, single-family (SF) housing units generate more students per unit than multifamily (MF) housing units. Factors that contribute to student generation rates (SGR), or yields, include the size of the housing units, the number of bedrooms, housing costs, neighborhood demographics, and family-friendly amenities such as playgrounds.

Figure 6 includes the SGRs for SF detached, plex/townhome, and MF housing types, based on new residential construction between 2015 and 2022. The plex/townhome category includes the following structure types: duplex, triplex, fourplex, multifamily 2–4 units, townhomes, and single-family attached. Homes built in 2023 are excluded from the analysis, because they may not have been completed and occupied by October 2023. On average, each SF detached housing unit yields 0.446 K–12 students, while each plex/townhome and MF unit yields 0.233 and 0.164 students, respectively. The SGRs are also calculated by grade group (K–5, 6–8, 9–12), which reveals that new single-family housing units yield more elementary students than middle or high school students, because families often move into new housing with younger children.

Planned Residential Construction

FLO gathered residential development data from the City of Marysville and the Tulalip Tribe to assess housing trends within the district. Key residential development data are presented in Figures 7 and 8. Figure 7 depicts the locations of housing projects that are currently in active construction or in planning stages, and Figure 8 includes details of residential development data, such as development name, anticipated number of units, and current status.

Based on available information in winter 2023–24, nearly 1,000 housing units are being tracked by Marysville and Tulalip planning departments. Considering the current pace of construction and information on permitting, we expect about two-thirds of the units to be built between 2024 and 2028 and one-third to be built between 2028 and 2033. Approximately 850 housing units are expected to be built in the City of Marysville in the 10-year period. About 31 percent will be SF detached units, 25 percent will be plexes/townhomes, and 44 percent will be MF units. Some projects, such as Wyndham Hills PRD2, are already under construction, while others, like Margaret Estates Apartments, are currently under review but are anticipated to be completed within the forecast horizon. The Tulalip Tribe expects one MF apartment building, containing 84 units, and one subdivision of 26 SF detached units to be built within the next five years.

The highest number of new housing units (186 SF detached and 32 plexes/townhomes) are expected in the Sunnyside Elementary School (ES/K–5) attendance area. Other ES attendance areas that are anticipated to experience housing growth of over 100 units include Liberty ES, Marshall ES, Quil Ceda Tulalip ES, and Shoultes ES. Prospective housing units are evenly distributed between the three middle school (MS/6–8) attendance areas—31 percent in Cedarcrest MS, 36 percent in Marysville MS, and 33 percent in Totem MS. The Marysville Pilchuck High School (HS/9–12) attendance area includes 55 percent of prospective housing units, while the remaining 45 percent are in the Marysville Getchell HS attendance area. While it is important to consider the number of units and the pace of construction, it is equally imperative to monitor the number of students living in new housing and changes to SGRs.

Enrollment Assessment

To better understand recent enrollment trends, FLO analyzed historical enrollment (October 2016–17 to 2023–24 headcount) based on the enrollment reports and student information system extracts (SIS) provided by the District. Students attending full-time Running Start are not included in any reported enrollment values. FLO evaluated historical grade progression ratios (GPRs), participation in special or nontraditional programs, and differences in enrollment by residence compared to individual school attendance (i.e., transfer rates).

Enrollment Trends

Figure 9 shows the district-wide enrollment by individual grade. District-wide enrollment decreased by 368 students between 2018–19 and 2019–20 and then decreased by 325 students in 2020–21, largely due to the impacts of COVID-19. Enrollment recovered slightly in 2021–22 by 79 students, followed by a decrease in 2022–23 of 123 students and another substantial decrease of 413 students in 2023–24. Within the historical period of study, grades K–6, 10, and 12 experienced their largest cohorts before 2020–21. Half of the grades (K, 4, 5, 7, 9, and 12) experienced their smallest cohorts in 2023–24.

Figure 10 tabulates enrollment by grade group and school. ES enrollment decreased by 245 students from 2018–19 to 2019–20, followed by another significant decrease of 330 students in

2020–21. ES enrollment regained 34 students in 2021–22 and continued to increase in 2022–23 by 38 students but decreased by 219 students in 2023–24. Overall, in the six-year period, ES enrollment decreased by 722 students. MS enrollment increased by 58 students between 2018–19 and 2019–20 followed a loss of 21 students in 2020–21. MS enrollment continued to decline in 2021–22, 2022–23, and 2023–24, losing 77, 184, and 5 students, respectively. Over the six-year period, MS enrollment decreased by 229 students. HS enrollment decreased by 181 students from 2018–19 to 2019–20. HS enrollment increased in each of the next three school years by 26, 122, and 23 students, respectively. Those three years of enrollment growth were followed by a considerable enrollment loss of 189 students in 2023–24.

Residence-Attendance Matrices

Based on FLO's analysis of district-wide K–12 transfers (Figure 11), a total of 201 students who live outside the district boundary were enrolled in district schools in 2023–24, representing 2.1 percent of enrollment. Overall, 1,567 students residing within the district boundary transferred to a school or program different from their residence school, which is based on the attendance area in which they live. This amounts to a district-wide intra-district transfer rate of 17.1 percent. The largest percentage of transfers occurs within the 9–12 grade group, with an intra-district transfer rate of 25.6 percent.

As depicted in the residence-attendance matrices (Figures 12 through 14) by grade group, transfer rates also differ by school. For instance, Figure 12 reports transfer-out rates for ES attendance areas ranging from 9.9 percent (Marshall ES-Marysville Co-Op) to 21.0 percent (Cascade ES). From the perspective of individual school enrollment, ES transfer-in rates range from 5.6 percent (Sunnyside ES) to 39.0 percent (Marshall ES-Marysville Co-Op). Schools with higher transfer-in rates are typically due to a preference in programming, location, or relationship with neighboring schools. These transfer rates can help reveal patterns of student choice or quantify District policies. For instance, if a particular school with a high transfer-in rate began to exceed capacity, the District may reconsider transfer policies or programming to alleviate overcrowding.

Figures 13 and 14 show the MS and HS transfer rates and out-of-district totals. MS transfer-out rates range from 10.9 percent (Cedarcrest MS) to 22.7 percent (Marysville MS) and transfer-in rates range from 6.7 percent (Marysville MS) to 14.4 percent (Cedarcrest MS). HS transfer-out rates range from 20.9 percent (Marysville Getchell HS) to 32.2 percent (Marysville Pilchuck HS) and transfer-in rates range from 20.2 percent (Marysville Getchell HS) to 22.2 percent (Marysville Pilchuck HS).

Enrollment Forecasts: Summary

- Figure 15 includes historical and low scenario forecast MSD births, K enrollment, and K-to-birth ratios.
- Figure 16 includes K enrollment forecasts and MSD K-to-birth ratios for the low, middle, and high scenarios.
- Figure 17 includes historical and low scenario forecast GPRs.
- Figure 18 is an overview of the annual district-wide low (preferred), middle, and high forecast scenarios. In the low scenario, K–12 enrollment is expected to decrease by 1,269 students (13.5 percent) from 9,368 in 2023–24 to 8,099 in 2033–34. The middle scenario expects a smaller decrease of 590 students (6.3 percent) in the 10-year horizon, while the high scenario expects a modest increase of 141 students (1.5 percent).

- Figure 19 disaggregates the annual low scenario forecasts by grade group.
 - K–5 enrollment from 4,357 to 4,158 (4.6 percent decrease)
 - 6–8 enrollment from 2,189 to 1,799 (17.8 percent decrease)
 - 9–12 enrollment from 2,822 to 2,142 (24.1 percent decrease)
- Figures 20, 21, and 22 include the low, middle, and high scenario enrollment forecasts by individual grade.
- Figure 23 includes the low scenario enrollment forecasts by school.

Enrollment Forecasts: Detailed Results

Historical Births and Kindergarten Enrollment

The number of students enrolled in a district is largely influenced by the number of school-aged children residing in the district. We compared historical birth data (i.e., live births to MSD residents from the Washington Department of Health) to historical K class sizes to determine annual K-to-birth ratios (i.e., the number of kindergarteners who enrolled with MSD in comparison to the number of live births to women residing in the district). These values, in combination with age-group-specific population projections of childbearing-aged women residing in the district, allow us to forecast the number of anticipated births to MSD residents, and thus, the number of kindergarteners anticipated in future school years.

Figure 15 compares the number of births in MSD—aligned to K cohorts—to historical K enrollment and shows how the observed and forecasted number of births from 2023 to 2028 impacts the K forecasts. The number of births to MSD residents increased each year between 2012–13 (911 births) and 2015–16, reaching a peak within the period of analysis of 999 births. From 2015–16 to 2021–22 there was modest year-to-year variation, but generally the number of births declined, returning to a value similar to 2012–13. Over the 10-year period, there was an average of 949 births to MSD residents per year. In the low scenario, district births are expected to remain nearly constant throughout the forecast period averaging 928 births per year from 2022–23 to 2027–28.

K enrollment fluctuated between 2018–19 and 2023–24, including two significant declines. The first, a loss of 125 students, occurred between 2019–20 and 2020–21 and was largely due to the COVID-19 pandemic. K enrollment rebounded in 2021–22 by 74 students and again in 2022–23 by 13 students; however, this was followed by the loss of 106 students between 2022–23 and 2023–24. A key metric is the annual K-to-birth ratio, often referred to as a “capture rate,” which represents a combination of net migration between birth and age five, as well as the share of five-year-old residents enrolled in MSD K classes. Ratios for the District are consistently below 1.00, indicating that fewer kindergarten-aged residents enroll with MSD than the number of births five to six years prior. This indicates that more families with young children move out of the district than into it, and it also accounts for the share of MSD kindergarten-aged residents who enroll in private schools, other districts, or homeschool, rather than with the District. The K-to-birth ratio decreased considerably in 2020–21, mostly likely due to COVID-19, and has not recovered to pre-pandemic levels. In fact, in 2023–24, the ratio decreased to a value even lower than 2020–21. We expect K-to-birth ratios to increase slightly through 2028–29 before stabilizing at 0.77, which is notably lower than the pre-pandemic years of 2018–19 and 2019–20.

Figure 16 illustrates how different rates of population growth and K-to-birth ratios may result in divergent scenarios of future K enrollment. The number of future births differs slightly between the low, middle, and high scenarios based on the population of women in child-bearing ages; adjusting

the K-to-birth ratios amplifies the differences in K enrollment. In the middle scenario the ratio is expected to increase to 0.73 in 2024–25, increase gradually through 2028–29, and stabilize through 2033–34 at 0.80. The higher ratios result in between 18 and 45 more K students each year than in the low scenario. In the high scenario the ratio is expected to increase to 0.75 in 2024–25, continue to increase gradually through 2028–29, and stabilize through 2033–34 at 0.82. The even higher ratios result in between 37 and 81 more K students each year compared with the low scenario.

Grade Progression Ratios

The progression of students from one grade to the next is a significant determinant of future enrollment, and therefore plays a significant role in FLO's forecasting process. FLO assesses how cohort sizes change over time by calculating GPRs—the ratio of enrollment in a specific grade in a given year to the enrollment of the same age cohort in the previous year. For instance, if 100 kindergarteners in 2018–19 were to become 105 1st graders in 2019–20, the GPR would be 1.05. GPRs quantify how cohort sizes change as students progress to subsequent grades, by considering that not all students advance to the next grade and that new students join existing cohorts. A GPR value greater than 1.00 indicates that the student cohort increased in size from one grade to the next. Such a result may be due to students moving into the district or students choosing to transfer into the district from other districts or nonpublic schools. Conversely, a GPR value less than 1.00 indicates that the student cohort decreased in size from one grade to the next. This may be due to students moving out of the district, students choosing to transfer to other districts or nonpublic schools, or students not advancing to the next grade.

Figure 17 depicts the GPRs for all K–12 students enrolled in the District from 2018–19 to 2023–24. In transition years 2018–19 to 2019–20 and 2019–20 to 2020–21, GPRs for most grades were less than 1.00, indicating a net loss of students by cohort. In contrast, GPRs for most grades were equal to or greater than 1.00 in the 2020–21 to 2021–22 transition year, indicating a net gain of students by cohort. In the 2022–23 to 2023–24 transition year every GPR is less than 1.00, reflecting the loss of enrollment experienced at each grade level. GPRs for the transition from 10th to 11th grade are consistently the lowest value each year; one reason may be enrollment in Running Start programming. The final three columns in Figure 17 show our assumptions for future GPRs in the low scenario enrollment forecast. Generally, forecasted GPRs are closely aligned with the five-year averages experienced per grade between 2018–19 to 2023–24.

District-wide Enrollment Forecasts

As shown in Figure 18 in the low scenario, district-wide enrollment is forecasted to decrease from 9,368 in 2023–24 to 8,099 in 2033–34. Enrollment decline is anticipated in each forecast year, mostly in response to the expectations of a lack of growth in the number of births to MSD residents, lower than pre-pandemic K-to-birth ratios, and most cohorts losing students as they progress through the grades.

In the next five years, FLO expects the number of births to MSD residents to remain nearly constant through 2027–28 as a response to ongoing population growth paired with the counteracting force of lower births rates, in comparison to the previous decade. K enrollment is expected to generally grow in the forecast period as a result of expected increases in the K-to-birth ratio. Forecasted GPRs for most grades are less than 1.00, indicating existing cohorts and incoming K classes will decrease in size as they advance through the grades, and this incremental loss will lead to district-wide enrollment decline throughout the forecast period.

From a grade group perspective (Figure 19), K–5 enrollment is expected to decrease each year from 2023–24 to 2028–29, losing 337 students over the five-year period. Between 2028–29 and 2033–34, ES enrollment is anticipated to grow each year, but to a lesser extent than the losses in the first five years. Over the 10-year period, ES enrollment is expected to decrease by nearly 200 students (4.6 percent). MS enrollment is also expected to generally decline between 2023–24 and 2028–29, losing 200 students. Losses are anticipated to continue between 2028–29 and 2031–32, but then enrollment is expected to increase in 2032–33 and 2033–34, resulting in a five-year loss of 190 students. Over the 10-year period MS enrollment will decrease by nearly 400 students (17.8 percent). HS enrollment is anticipated to decrease in each year for the forecast period, including potential losses of about 100 students each year in 2025–26 and 2026–27. Over the 10-year period HS enrollment is expected to decrease by 690 students (24.1 percent). These low scenario forecasts for the District are reported by individual grade each year in Figure 20. Figures 21 and 22 report individual grade forecasts for the middle and high scenarios, respectively.

Individual School Enrollment Forecasts

Figure 23 includes enrollment forecasts for the District's schools. Different demographics, rates of residential development, and other factors contribute to differing rates of enrollment decline and growth for each school. All 10 elementary schools with attendance areas are expected to experience enrollment decline in the next five years, with Liberty ES and Quil Ceda Tulalip ES expected to decrease by over 50 students. Enrollment at each of the elementary schools except Liberty ES, is expected to increase between 2028–29 and 2033–34. Despite these gains, enrollment is expected to be lower in 2033–34 than in 2023–24 at each elementary school, except for Allen Creek ES (gain of five students).

The three middle schools with attendance areas are expected to experience enrollment decline between 2023–24 and 2028–29. In the second five-year period, enrollment at all three middle schools will likely continue to decrease, but at a slower rate than the first five years. Over the 10-year period, enrollment at Cedarcrest MS and Marysville MS is expected to decline by approximately 25 percent, while Totem MS enrollment will decline by more than 35 percent, largely due to the introduction of the choir pathway at 10th Street MS. Enrollment at both high schools with attendance areas is expected to decrease between 2023–24 and 2028–29, including losses of 261 and 171 students at Marysville Getchell HS and Marysville Pilchuck HS, respectively. In the second five-year period, enrollment at both high schools will continue to decline, but to a lesser degree than the first five-year period. Over the 10-year period, enrollment at Marysville Getchell HS is anticipated to decrease by about 28 percent, while enrollment at Marysville Pilchuck HS is expected to decrease by 26 percent.

Methodology

District-wide Population and Enrollment Forecasts

To prepare the 10-year forecasts from 2024–25 to 2033–34, FLO forecasts births through 2028. The birth forecasts depend on population forecasts by age and sex and age-specific birth rates for women of childbearing age. Birth rates estimated for 2020 resulted in a total fertility rate (TFR) estimate of 1.88. The TFR is expected to remain constant at 1.86 for all forecast years through 2028.¹ Cohort change ratios based on historical trends are used to forecast 2030 population age

¹ TFR is the number of children that would be born to a woman over her child-bearing years, based on age-specific birth rates at a given time.

10 and older by five-year age group and sex.² Forecasts of population under age 10 in 2030 based on ratios of population to births are added, resulting in 2020 to 2030 population growth of 5,256 in the low scenario, 7,885 in the middle scenario, and 10,397 in the high scenario, compared with 6,826 between 2010 and 2020.

The link between our population forecast and MSD district-wide school enrollment forecast occurs at kindergarten, where we use the forecast of births through 2028 and the K-to-birth ratios described previously in the Historical Births and Kindergarten Enrollment section (within Enrollment Forecasts: Detailed Results). Forecasts for grades 1–12 use GPRs based initially on the average GPRs for school years 2016–17 to 2023–24, excluding 2020–21. GPRs embed implicit assumptions about the level of net migration and choices such as enrollment in secondary schools and participation in special programs.

Forecasts for Individual Schools

Forecasts for each elementary school start with their base year (2023–24) enrollment by individual grade. New K classes each forecast year are initially based on five-year average shares of district-wide K adjusted for the number of additional K students expected based on housing growth. Initial forecasts for grades 1–5 use GPRs unique to each school and grade using a formula based on historical pre-COVID and district-wide GPRs, individually reviewed with respect to outliers and recent GPRs. Initial forecasts for grades 1–5 are also adjusted using expected enrollment impacts of housing growth. Final elementary school forecasts are controlled to match the district-wide K–5 forecasts.

Forecasts for entry grades 6th and 9th initially use GPRs based on the historical relationship between the entry grade and each secondary school's 5th grade and 8th grade feeders. For example, the ratio of 6th grade at Cedarcrest MS to the previous year's 5th grade at Allen Creek ES, Kellogg Marsh ES, and Sunnyside ES. Subsequent grades 8th for MS and 10–12 for HS use GPRs specific to each school and grade. Final MS and HS forecasts are controlled to match the middle scenario district-wide forecasts by individual grade.

Data Sources

FLO used the following data sources to inform the enrollment forecasts:

- Decennial Census and American Community Survey, U.S. Census Bureau
- Birth data, Washington Department of Health
- Population estimates and forecasts, Washington Office of Financial Management
- Enrollment data, MSD
- Land use data, City of Marysville and Tulalip Tribe
- Spatial data, MSD and U.S. Census Bureau

Accuracy

Enrollment projections and forecasts are expected values based on assessment of current and past data, and as such, should be considered as just one of several planning tools, rather than absolute numbers for the allocation of future resources. Unlike measurable data, such as the results of a survey, projections and forecasts do not allow for the estimation of a confidence interval to measure accuracy. The best way to measure error is to compare actual enrollment with previously prepared

² Baker, Jack, David A. Swanson, Jeff Tayman, and Lucky M. Tedrow. *Cohort change ratios and their applications*. Springer International Publishing, 2017.

projections or forecasts that were conducted using similar data and methodologies. Finally, when considering confidence and accuracy, the appropriate use of projections and forecasts includes an understanding that there is likely to be some degree of variation from the anticipated values. It is important that stakeholders monitor and manage the changing conditions that will affect future populations, and that projections or forecasts be updated either at a regular frequency, or when deviation of actual enrollment from the projections or forecasts is significant.

This map illustrates the Marysville School District, which is divided into several colored regions representing different school areas. The district is bordered by a thick black dashed line. Key geographical features include the large blue area of the Tulalip Reservation and Off-Reservation Trust Land to the west, and the green area of the Tulalip National Forest to the east. Major roads shown include State Route 9, State Route 29, and State Route 92. The map also depicts various creeks (Tulalip, Mission, Star, Catherine, Dubuque, Jordan), lakes (Lake Stevens, Lake Stevens), and islands (Gedney Island, Smith Island). Numerous schools are marked with colored icons and labels, including Shoultes ES, Marshall ES, Marysville Co-Op, Marysville Pilchuck HS, Cascade ES, Kellogg Marsh ES, Marysville Getchell HS, Cedarcrest MS, Grove ES, Marysville MS, Totem MS, Allen Creek ES, Marysville Sunnyside ES, Liberty ES, Legacy HS, Quil Ceda Tulalip ES, Heritage HS, and 10th Street MS. Other locations labeled include Kayak Point, McKees Beach, Tulare Beach, Spee-Bi-Dah, Pebble Beach, Camp Diana, Langley, Midvale Corner, West Lake Stevens, and Granite Falls. Elevation markers are present at 591 ft, 610 ft, 594 ft, and 535 ft.

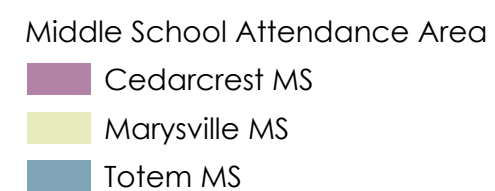
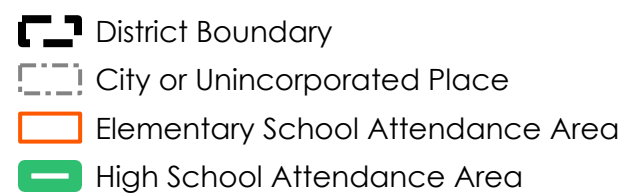
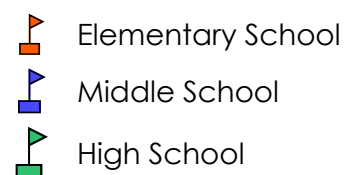
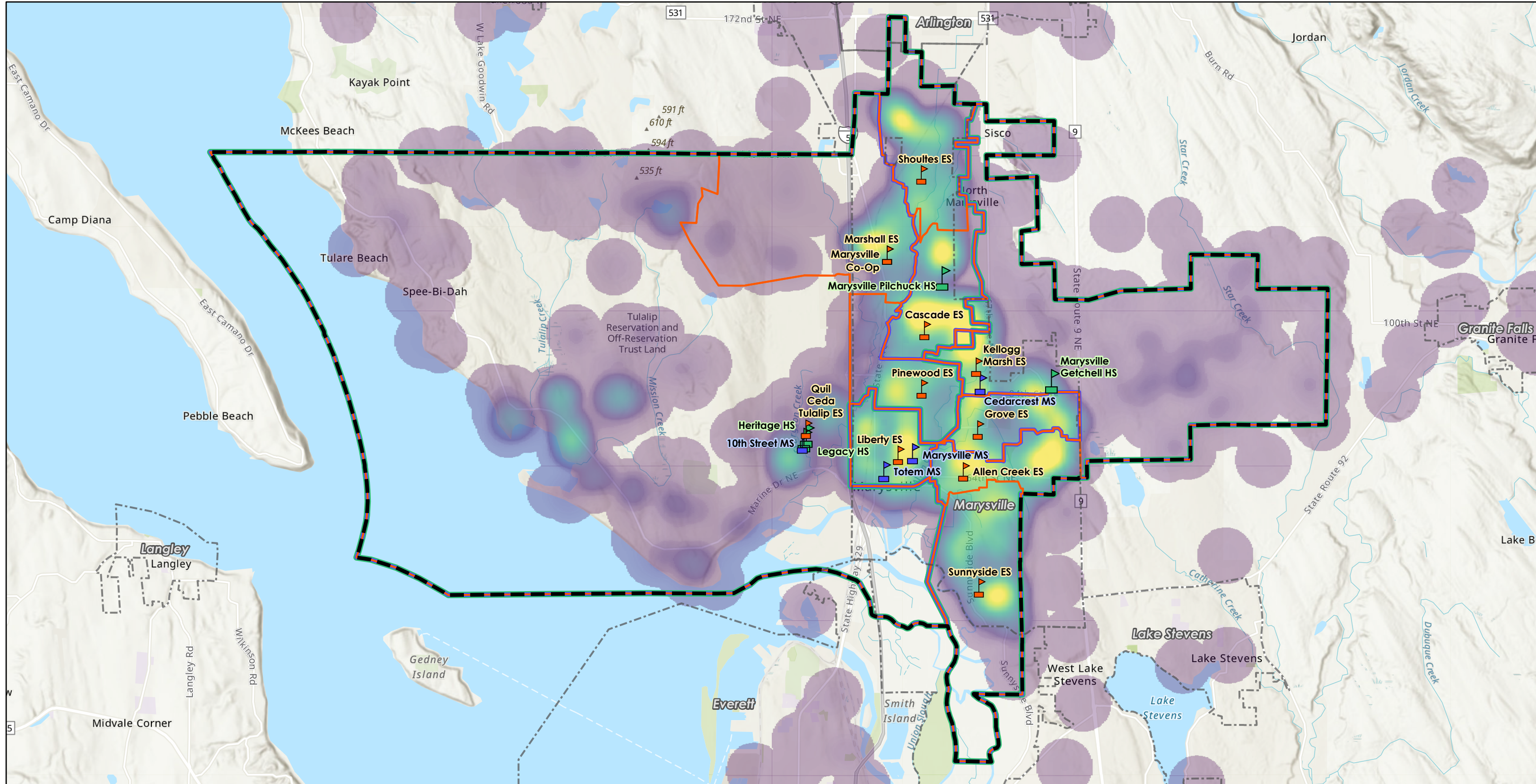


Figure 2: Student Density





N

0 0.75 1.5 3 Miles



Elementary School



Middle School



High School



District Boundary



City or Unincorporated Place



Elementary School Attendance Area



Middle School Attendance Area



High School Attendance Area

Student Residence



Sparse



Dense

226

Figure 3: County, District, and City Population: 2000 to 2020

	2000	2010	2020	Average Annual Growth	
				2000–2010	2010–2020
Snohomish County	606,024	713,335	827,957	1.6%	1.5%
Marysville School District (MSD)	57,441	69,169	75,995	1.9%	0.9%
MSD Unincorporated Area	32,427	14,106	14,824	-8.0%	0.5%
Marysville (all) *	25,315	60,020	70,714	9.0%	1.7%
MSD Portion	25,014	55,063	61,171	8.2%	1.1%

Figure 4: MSD Population by Age Group: 2000 to 2020

	2000	2010	2020	Average Annual Growth	
				2000–2010	2010–2020
Total Population	57,441	69,169	75,995	1.9%	0.9%
Age 18 and over	40,204	50,944	58,354	2.4%	1.4%
Under age 18	17,237	18,225	17,641	0.6%	-0.3%
Under 18 share of total	30%	26%	23%	--	--

Figure 5: Snohomish County Population Projections

	2020 Census	2030 Projection	2040 Projection	Average Annual Growth	
				2020–2030	2030–2040
Snohomish County Low Series	827,957	868,093	943,434	0.5%	0.8%
Snohomish County Medium Series	827,957	935,370	1,039,254	1.2%	1.1%
Snohomish County High Series	827,957	1,023,820	1,163,254	2.1%	1.3%

Notes

* Marysville more than doubled in population from 2000 to 2010. A large contributor to this growth was a series of annexations of unincorporated Snohomish County.

Indentation signifies the nesting of geographic areas or variables. For instance, in Figure 3 the school district is indented because it is part of the county. In Figure 4, Age 18 and over is indented because it is a component of total population.

Sources

Figures 3 and 4: U.S. Census Bureau, 2000, 2010, and 2020 Censuses.

Figure 5: State of Washington, Office of Financial Management, Growth Management Act County Projections, December 2022.

Figure 6: Student Generation Rates

K–12 Students per Housing Unit Built 2015–2022								
Housing Type	Housing Units	K–5 Students	6–8 Students	9–12 Students	K–5 SGR	6–8 SGR	9–12 SGR	K–12 SGR
Single-family Detached	1,007	244	95	110	0.242	0.094	0.109	0.446
Plex/Townhome	86	11	5	4	0.128	0.058	0.047	0.233
Multifamily	353	24	15	19	0.068	0.042	0.054	0.164

Notes

The plex/townhome category includes the following structure types: duplex, triplex, fourplex, multifamily 2–4 units, townhomes, and single-family attached.

Housing units built in 2023 are excluded, because they may not have been completed and occupied by October 2023.

Sources

Marysville School District 2023–24 headcount enrollment, Snohomish County parcels, and Puget Sound Regional Council 2015–2022 new housing inventory.

Figure 7: Residential Development

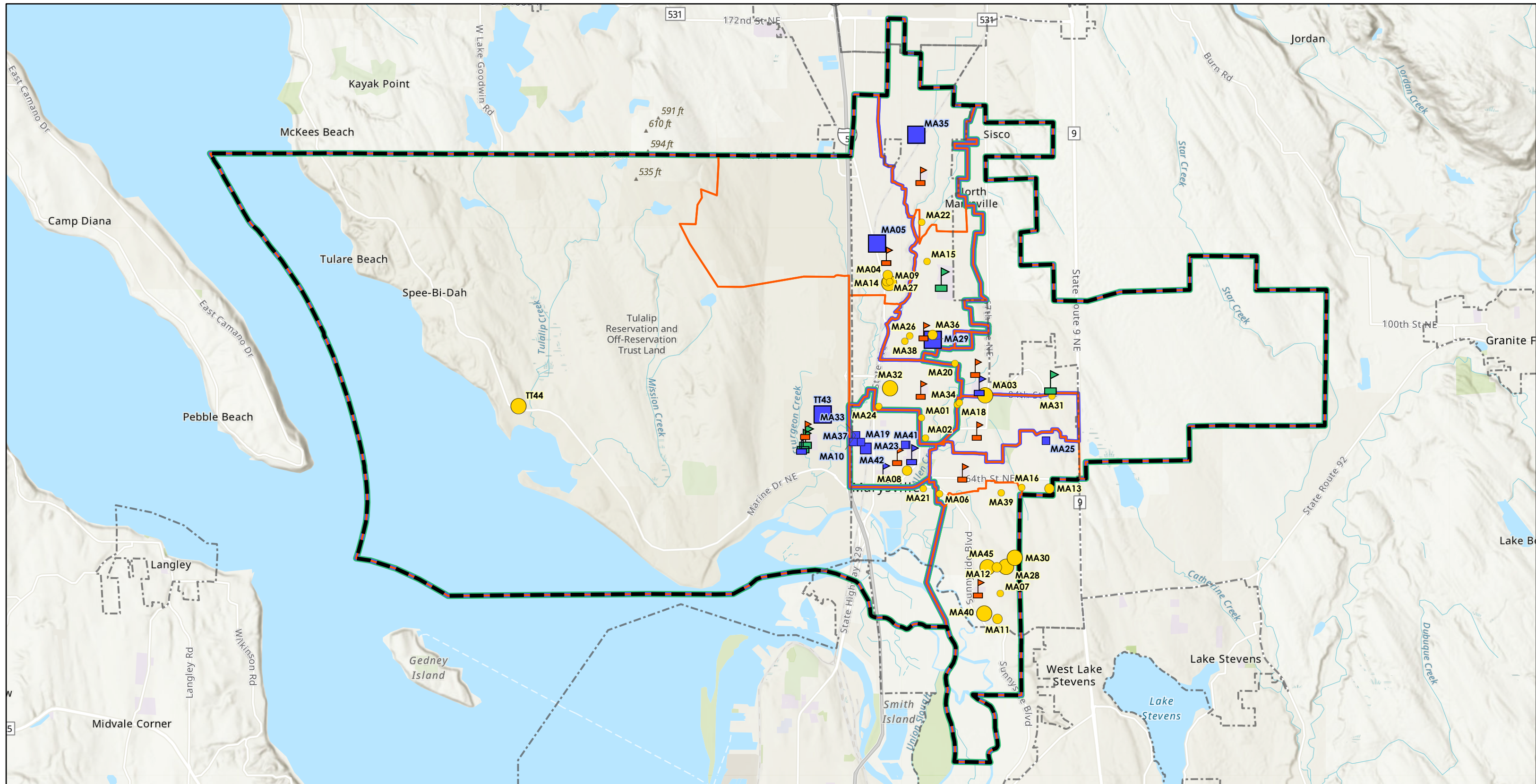


Figure 8: Residential Development

Map ID	Jurisdiction	Elementary School Attendance Area	Middle School Attendance Area	High School Attendance Area	Development Name	Type	Total Units	2024–2028 Units	2028–2033 Units	2024–2034 Units	Notes
MA01	Marysville	Pinewood ES	Totem MS	Marysville Pilchuck HS	51st Avenue Short Plat	SF	3	0	3	3	Preliminary Approval; Three lot short plat, retain existing duplex, add two new single family lots
MA02	Marysville	Pinewood ES	Totem MS	Marysville Pilchuck HS	53rd Ave Short Plat	SF	4	0	4	4	Under Review
MA03	Marysville	Kellogg Marsh ES	Cedarcrest MS	Marysville Getchell HS	67th Avenue Townhomes	PT	30	30	0	30	Under Construction; 30 unit townhouse
MA04	Marysville	Marshall ES	Totem MS	Marysville Pilchuck HS	113th Place Townhomes	PT	17	17	0	17	Under Construction; 17-unit townhouse
MA05	Marysville	Marshall ES	Totem MS	Marysville Pilchuck HS	AHM - Smokey Point Apartments	MF	80	80	0	80	Under Construction; 80-unit multi-family residential development, including three 3-story buildings
MA06	Marysville	Allen Creek ES	Cedarcrest MS	Marysville Getchell HS	Alexander Reed Short Plat	SF	6	0	6	6	Under Review; 6- lot short plat
MA07	Marysville	Sunnyside ES	Cedarcrest MS	Marysville Getchell HS	Alvin Short Plat	SF	6	0	6	6	Preliminary Approval; 6 lot short plat
MA08	Marysville	Liberty ES	Marysville MS	Marysville Getchell HS	Armar Road Townhomes	PT	17	9	9	17	Preliminary Approval; 17-unit Townhome
MA09	Marysville	Marshall ES	Totem MS	Marysville Pilchuck HS	Balam Sixplex	PT	6	6	0	6	Under Construction; 6-unit townhouse
MA10	Marysville	Liberty ES	Marysville MS	Marysville Getchell HS	Beach Avenue Multi-Family Apartments	MF	21	21	0	21	Under Construction; 21-unit market rate apartments
MA11	Marysville	Sunnyside ES	Cedarcrest MS	Marysville Getchell HS	Brookside Trails Plat	SF	23	7	16	23	Preliminary Approval; 23-lot single family subdivision
MA12	Marysville	Sunnyside ES	Cedarcrest MS	Marysville Getchell HS	Carney Subdivision	SF	22	22	0	22	Under Review; 22-lot subdivision
MA13	Marysville	Allen Creek ES	Cedarcrest MS	Marysville Getchell HS	Chapel Hill Subdivision	SF	23	0	23	23	Under Review; 23-lot subdivision
MA14	Marysville	Marshall ES	Totem MS	Marysville Pilchuck HS	Compass Invesco Townhomes	PT	29	29	0	29	Preliminary Approval; 29-unit townhouse
MA15	Marysville	Cascade ES	Marysville MS	Marysville Pilchuck HS	GHAG SHORT PLAT	SF	5	5	0	5	Under Construction; 5 LOT SHORT PLAT
MA16	Marysville	Allen Creek ES	Cedarcrest MS	Marysville Getchell HS	Gidey Short Plat	SF	5	5	0	5	Under Construction; 5-lot short plat
MA18	Marysville	Grove ES	Marysville MS	Marysville Getchell HS	Gorbunova Short Plat	SF	3	3	0	3	Preliminary Approval; 3-lot short plat
MA19	Marysville	Liberty ES	Marysville MS	Marysville Getchell HS	Grove Street Dental Clinic	MF	4	4	0	4	Under Construction; 5,922 SF dental office and 4-one bedroom apartments.
MA20	Marysville	Kellogg Marsh ES	Cedarcrest MS	Marysville Getchell HS	Haile Short Plat	SF	4	4	0	4	Under Construction; 4-Lot short subdivision
MA21	Marysville	Quil Ceda Tulalip ES	Totem MS	Marysville Pilchuck HS	Harborview Heights	SF	2	0	2	2	Under Review; 2-lot short subdivision
MA22	Marysville	Shoultes ES	Marysville MS	Marysville Pilchuck HS	Hidden Valley Short Plat	SF	5	0	5	5	Under Review; 5-lot Short Plat/PRD
MA23	Marysville	Liberty ES	Marysville MS	Marysville Getchell HS	Home Plus LLC	MF	6	6	0	6	Under Construction; 6-unit MFR
MA24	Marysville	Pinewood ES	Totem MS	Marysville Pilchuck HS	Hsiao Short Plat	SF	5	5	0	5	Preliminary Approval; 5 lot short plat
MA25	Marysville	Allen Creek ES	Cedarcrest MS	Marysville Getchell HS	Kahlon PRD	MF	12	12	0	12	Under Construction; 12-unit PRD/BSP
MA26	Marysville	Cascade ES	Marysville MS	Marysville Pilchuck HS	Linscott-Kirk Short Plat	SF	3	0	3	3	Under Review; 3-lot short plat
MA27	Marysville	Marshall ES	Totem MS	Marysville Pilchuck HS	Mack Townhomes	PT	22	22	0	22	Under Construction; 22-unit Townhouse Development
MA28	Marysville	Sunnyside ES	Cedarcrest MS	Marysville Getchell HS	Maplewood Crossing PRD	SF	43	43	0	43	Under Construction; 43-lot PRD/BSP
MA29	Marysville	Cascade ES	Marysville MS	Marysville Pilchuck HS	Margaret Estates Apartments	MF	58	0	58	58	Under Review; 58-unit Multi-family Development
MA30	Marysville	Sunnyside ES	Cedarcrest MS	Marysville Getchell HS	Marysville 44th PRD	SF	35	0	35	35	Under Review; Planned Residential Development (PRD) and preliminary Binding Site Plan (BSP) approval with State Environmental Policy Act (SEPA) Review in order to construct 35 single-family detached units on 9.36 acres.
MA31	Marysville	Grove ES	Marysville MS	Marysville Getchell HS	Marysville Investor	SF	7	7	0	7	Under Construction; 7-lot short plat
MA32	Marysville	Pinewood ES	Totem MS	Marysville Pilchuck HS	MSR Tuscany Woods Townhomes	PT	37	26	11	37	Preliminary Approval; Thirty-seven unit townhome development and associated improvements.
MA33	Marysville	Liberty ES	Marysville MS	Marysville Getchell HS	PA20046	MF	21	13	8	21	Preliminary Approval; 21 unit market-rate apartments
MA34	Marysville	Grove ES	Marysville MS	Marysville Getchell HS	Rajamani Short Plat	SF	2	2	0	2	Preliminary Approval; 2 lot short plat
MA35	Marysville	Shoultes ES	Marysville MS	Marysville Pilchuck HS	Remington Place Apartments	MF	116	116	0	116	Under Construction; 116-unit Apartment Complex
MA36	Marysville	Cascade ES	Marysville MS	Marysville Pilchuck HS	Scott Ray Townhomes	PT	22	15	7	22	Preliminary Approval; 22-lot subdivision with 20 new townhome units
MA37	Marysville	Liberty ES	Marysville MS	Marysville Getchell HS	Smoots Mixed Use	MF	12	12	0	12	Preliminary Approval; 3-story mixed use building - 3,200 sq. ft. commercial space with (12) multi-family dwelling units
MA38	Marysville	Cascade ES	Marysville MS	Marysville Pilchuck HS	SP22-001 Linscott Short Plat	SF	4	0	4	4	Preliminary Approval; 4 lot short plat
MA39	Marysville	Sunnyside ES	Cedarcrest MS	Marysville Getchell HS	Stoney Ridge Short Plat	SF	9	9	0	9	Under Construction; 9-lot Subdivision

Figure 8: Residential Development

Map ID	Jurisdiction	Elementary School Attendance Area	Middle School Attendance Area	High School Attendance Area	Development Name	Type	Total Units	2024–2028 Units	2028–2033 Units	2024–2034 Units	Notes
MA40	Marysville	Sunnyside ES	Cedarcrest MS	Marysville Getchell HS	Sunnyside Village Co-Housing	PT	32	10	22	32	Preliminary Approval; Preliminary Subdivision with Conditional Use Permit and SEPA Environmental Review for the construction of a 32-lot cottage housing development
MA41	Marysville	Liberty ES	Marysville MS	Marysville Getchell HS	Sunrise Grove Apartments	MF	16	16	0	16	Preliminary Approval; New 3-story, 16-unit apartment building
MA42	Marysville	Liberty ES	Marysville MS	Marysville Getchell HS	Terimar Apartments	MF	30	0	30	30	Under Review; 30-unit market rate apartments
MA45	Marysville	Sunnyside ES	Cedarcrest MS	Marysville Getchell HS	Wyndham Hills PRD2	SF	48	48	0	48	Under Construction; 48-lot PRD/BSP
TT43	Tulalip Tribe	Quil Ceda Tulalip ES	Totem MS	Marysville Pilchuck HS	Tulalip Tribe MF1	MF	84	84	0	84	Preliminary Approval
TT44	Tulalip Tribe	Quil Ceda Tulalip ES	Totem MS	Marysville Pilchuck HS	Tulalip Tribe SF1	SF	26	26	0	26	Under Construction
Total SF						SF	460	364	96	460	
Total PT						PT	212	163	49	212	
Total MF						MF	293	186	107	293	

Notes
SF is single-family detached, MF is multifamily, and PT is plex/townhome. The plex/townhome category includes the following structure types: duplex, triplex, fourplex, multifamily 2–4 units, townhomes, and single-family attached.
The anticipated phasing of construction is based on the known status of projects as of winter 2023–24.

Sources
City of Marysville and Tulalip Tribe.

Figure 9: Historical Enrollment by Grade

Grade	2018–19	2019–20	2020–21	2021–22	2022–23	2023–24	2018–19 to 2023–24
K	788	808	683	757	770	664	-124
1	810	780	715	740	762	761	-49
2	891	795	738	737	760	757	-134
3	863	853	770	740	741	747	-116
4	782	830	802	793	744	709	-73
5	945	768	796	771	799	719	-226
6	847	889	765	778	747	754	-93
7	779	833	867	736	734	710	-69
8	792	754	823	864	713	725	-67
9	744	782	760	814	841	694	-50
10	815	751	791	763	809	800	-15
11	706	647	661	736	694	700	-6
12	756	660	654	675	667	628	-128
District-wide Total	10,518	10,150	9,825	9,904	9,781	9,368	-1,150

Notes

Students enrolled in Open Doors and full-time Running Start are excluded from analysis. The lowest and highest enrollment values per grade are highlighted blue and orange, respectively. Abrupt changes in enrollment are likely due to deliberate student placement or attendance boundary changes.

Sources

Marysville School District October 2018–19 to 2023–24 headcount enrollment.

Figure 10: Historical Enrollment by School and Grade Group

School Name	2018–19	2019–20	2020–21	2021–22	2022–23	2023–24	2018–19 to 2023–24
Allen Creek ES	515	484	579	425	468	469	-46
Cascade ES	437	405	364	380	414	409	-28
Grove ES	457	437	391	367	376	375	-82
Kellogg Marsh ES	506	481	461	464	471	451	-55
Liberty ES	434	427	387	415	440	417	-17
Marshall ES-Marysville Co-Op *	627	582	517	527	523	479	-148
Pinewood ES	577	547	504	476	467	420	-157
Quil Ceda Tulalip ES	536	513	439	477	515	492	-44
Shoultes ES	458	426	382	395	394	372	-86
Sunnyside ES	515	522	459	479	475	466	-49
SHoPP †	14	8	21	132	30	5	-9
Entity ID 598	3	2	0	1	3	2	-1
K–5 Total	5,079	4,834	4,504	4,538	4,576	4,357	-722

Cedarcrest MS	809	855	853	806	762	751	-58
Marysville MS	855	853	839	733	649	670	-185
Totem MS	556	561	559	557	558	584	28
10th Street MS	175	178	175	170	160	163	-12
SHoPP †	21	26	24	107	59	17	-4
Entity ID 598	2	3	5	5	6	4	2
6–8 Total	2,418	2,476	2,455	2,378	2,194	2,189	-229

Marysville Getchell HS	1,491	1,336	1,335	1,399	1,405	1,344	-147
Marysville Pilchuck HS	1,151	1,121	1,131	1,169	1,216	1,183	32
Heritage HS	76	96	92	88	89	119	43
Legacy HS †	0	263	280	315	274	151	151
MMVAT	277	0	0	0	0	0	-277
Entity ID 598	26	24	28	17	27	25	-1
9–12 Total	3,021	2,840	2,866	2,988	3,011	2,822	-199

District-wide Total	10,518	10,150	9,825	9,904	9,781	9,368	-1,150
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Notes

* Effectively two programs on a single school campus.

† Includes students enrolled in Marysville Online in 2021–22 and 2022–23.

Entity ID 598 is comprised of 18-21 Year Old, Sp. Ed. Out of District, and Sp. Ed. Other.

Students enrolled in Open Doors and full-time Running Start are excluded from analysis. The lowest and highest enrollment values per school are highlighted blue and orange, respectively. Abrupt changes in enrollment are likely due to deliberate student placement or attendance boundary changes.

Sources

Marysville School District October 2018–19 to 2023–24 headcount enrollment.

Figure 11: District-wide Transfer Rates

Grade Group	Enrollment Total	Enrollment In-District	Enrollment Out-of-District	Transfers Intra-district	Transfers Total	Transfer Rate Out-of-District	Transfer Rate Intra-district	Transfer Rate Total
K-5	4,357	4,294	63	509	572	1.4%	11.9%	13.1%
6-8	2,189	2,161	28	363	391	1.3%	16.8%	17.9%
9-12	2,822	2,712	110	695	805	3.9%	25.6%	28.5%
District-wide	9,368	9,167	201	1,567	1,768	2.1%	17.1%	18.9%

Notes

Students enrolled in Open Doors and full-time Running Start are excluded from analysis. Enrollment from within the district are students that reside within the district boundary, whereas out-of-district enrollment are students that reside outside the district boundary. Intra-district transfers are students that enroll in a school other than their neighborhood school based on the attendance area that they reside in. Total transfers are the sum of out-of-district enrollment and intra-district transfers.

Sources

Marysville School District 2023–24 attendance areas and October 2023–24 headcount enrollment.

Figure 12: Grade K–5 Residence-Attendance Matrix

School of Attendance Attendance Area	Residence Count	Allen Creek ES	Cascade ES	Grove ES	Kellogg Marsh ES	Liberty ES	Marshall ES-Marysville Co-Op	Pinewood ES	Quil Ceda Tulalip ES	Shoultes ES	Sunnyside ES	Entity ID 598	SHoPP	Capture Rate	Transfer Out Student Total	Transfer Out Rate
Allen Creek ES	470	376	1	8	11	23	12	11	17	5	4	0	2	80.0%	94	20.0%
Cascade ES	486	6	384	19	12	3	19	31	1	9	2	0	0	79.0%	102	21.0%
Grove ES	334	10	4	296	5	10	5	4	0	0	0	0	0	88.6%	38	11.4%
Kellogg Marsh ES	433	4	2	9	379	10	15	10	3	0	1	0	0	87.5%	54	12.5%
Liberty ES	388	11	0	18	7	326	8	6	6	2	3	1	0	84.0%	62	16.0%
Marshall ES-Marysville Co-Op	324	2	6	3	1	2	292	15	2	1	0	0	0	90.1%	32	9.9%
Pinewood ES	365	4	4	7	10	5	19	305	5	4	1	0	1	83.6%	60	16.4%
Quil Ceda Tulalip ES	563	23	1	3	2	9	53	8	452	6	5	0	1	80.3%	111	19.7%
Shoultes ES	417	4	2	2	4	5	35	18	1	341	4	0	1	81.8%	76	18.2%
Sunnyside ES	514	19	1	5	14	18	10	5	0	1	440	1	0	85.6%	74	14.4%
K-5 Subtotals	4,294	459	405	370	445	411	468	413	487	369	460	2	5	83.6%	703	16.4%
Out of District	63	10	4	5	6	6	11	7	5	3	6	0	0	--	--	--
K–5 Totals	4,357	469	409	375	451	417	479	420	492	372	466	2	5	--	--	--
Transfer In Student Total	572	93	25	79	72	91	187	115	40	31	26	2	5	--	--	--
Transfer In Rate	13.1%	19.8%	6.1%	21.1%	16.0%	21.8%	39.0%	27.4%	8.1%	8.3%	5.6%	100%	100%	--	--	--

Notes

Students enrolled in Open Doors and full-time Running Start are excluded from analysis.

Sources

Marysville School District 2023–24 attendance areas and October 2023–24 headcount enrollment.

Figure 13: Grade 6–8 Residence-Attendance Matrix

School of Attendance Attendance Area	Residence Count	Cedarcrest MS	Marysville MS	Totem MS	10th Street MS	Entity ID 598	SHoPP	Capture Rate	Transfer Out Student Total	Transfer Out Rate
Cedarcrest MS	722	643	10	15	50	0	4	89.1%	79	10.9%
Marysville MS	809	77	625	50	46	3	8	77.3%	184	22.7%
Totem MS	630	24	27	509	66	1	3	80.8%	121	19.2%
6–8 Subtotals	2,161	744	662	574	162	4	15	82.2%	384	17.8%
Out of District	28	7	8	10	1	0	2	--	--	--
6–8 Totals	2,189	751	670	584	163	4	17	--	--	--
Transfer In Student Total	412	108	45	75	163	4	17	--	--	--
Transfer In Rate	18.8%	14.4%	6.7%	12.8%	100%	100%	100%	--	--	--

Notes

Students enrolled in Open Doors and full-time Running Start are excluded from analysis.

Sources

Marysville School District 2023–24 attendance areas and October 2023–24 headcount enrollment.

Figure 14: Grade 9–12 Residence-Attendance Matrix

School of Attendance Attendance Area	Residence Count	Marysville Getchell HS	Marysville Pilchuck HS	Entity ID 598	Heritage HS	Legacy HS	Capture Rate	Transfer Out Student Total	Transfer Out Rate
Marysville Getchell HS	1,355	1,072	193	9	18	63	79.1%	283	20.9%
Marysville Pilchuck HS	1,357	242	920	14	97	84	67.8%	437	32.2%
9–12 Subtotals	2,712	1,314	1,113	23	115	147	73.5%	720	26.5%
Out of District	110	30	70	2	4	4	--	--	--
9–12 Totals	2,822	1,344	1,183	25	119	151	--	--	--
Transfer In Student Total	830	272	263	25	119	151	--	--	--
Transfer In Rate	29.4%	20.2%	22.2%	100%	100%	100%	--	--	--

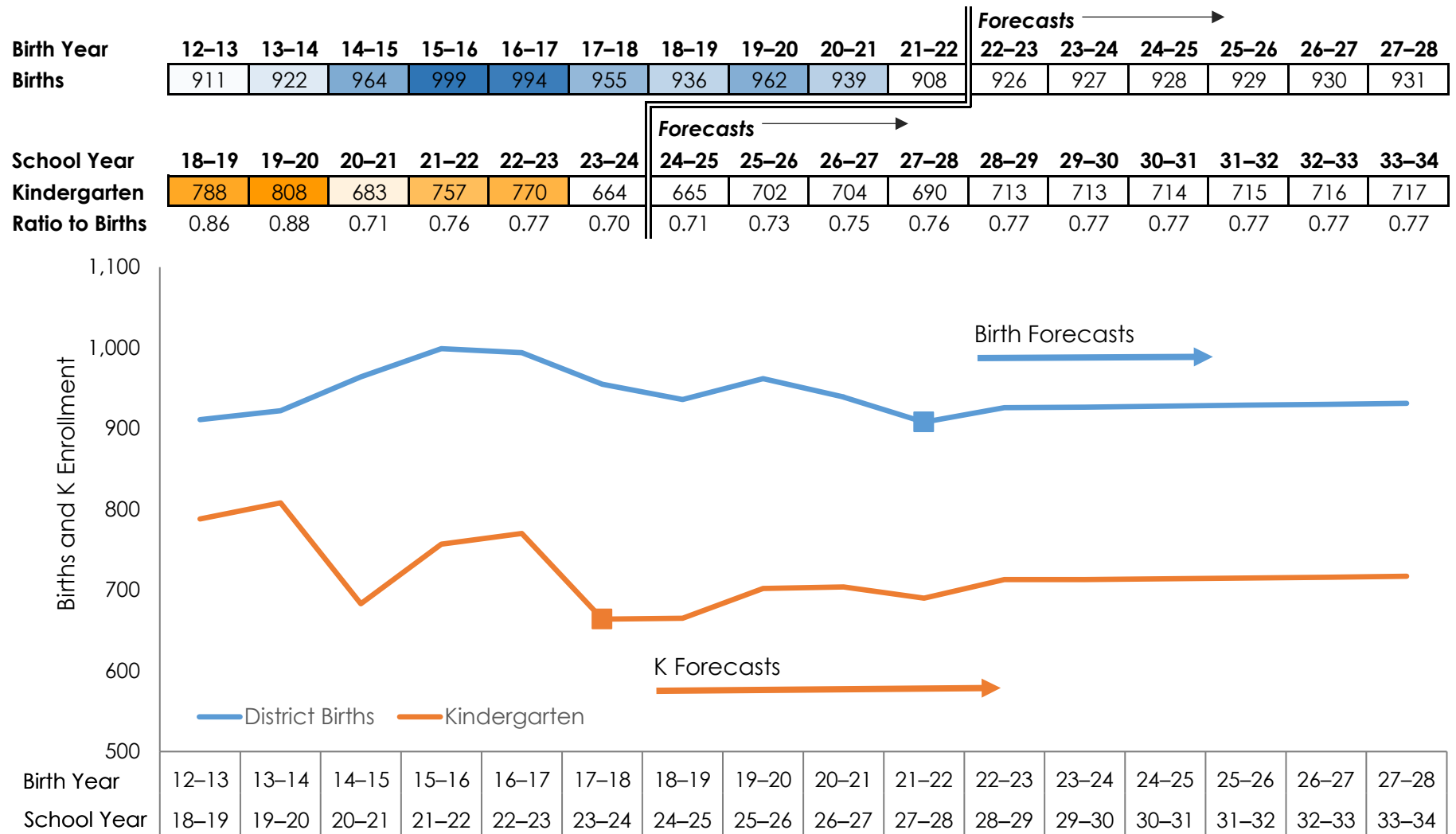
Notes

Students enrolled in Open Doors and full-time Running Start are excluded from analysis.

Sources

Marysville School District 2023–24 attendance areas and October 2023–24 headcount enrollment.

Figure 15: District Births and Kindergarten Enrollment



Notes

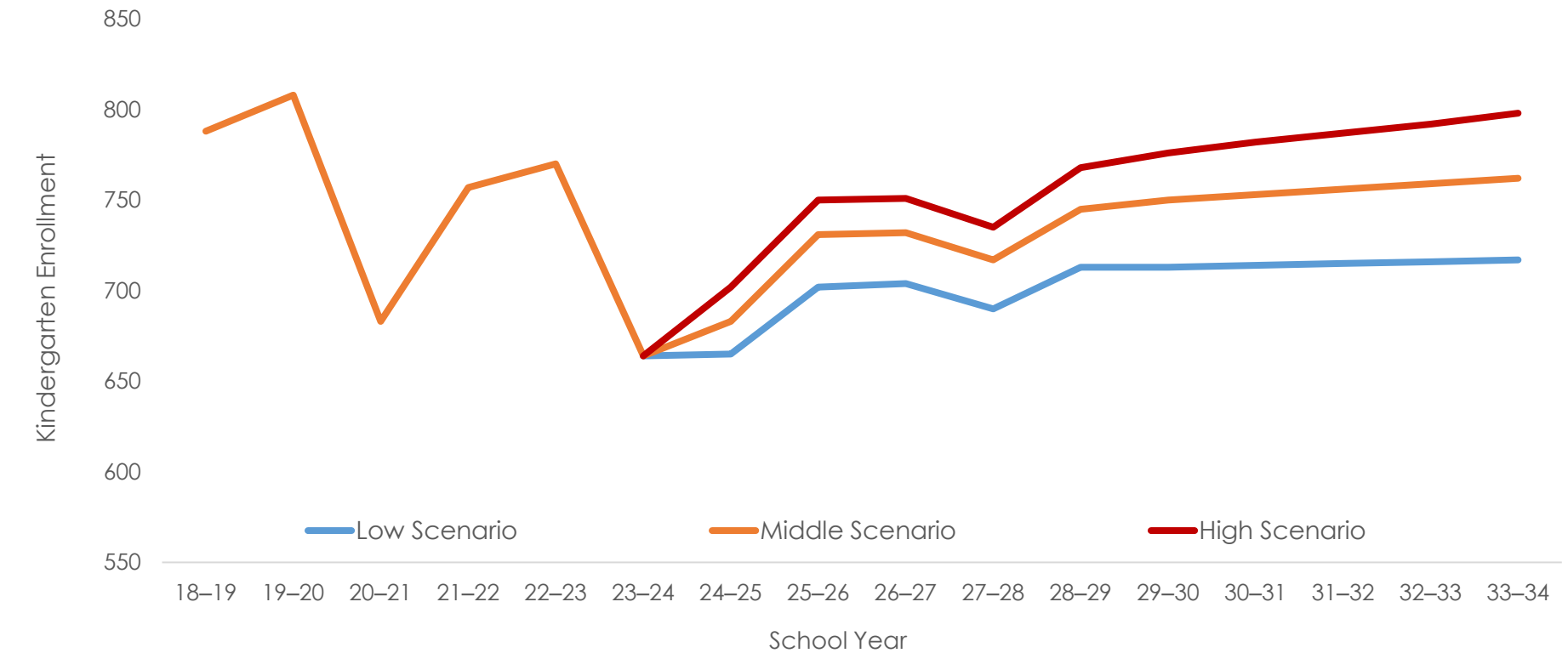
Enrollment includes students residing outside of the district boundary. Birth cohorts are aligned with K cohorts (e.g., the 2017-18 birth year represents births from September 2017 to August 2018, which is the 2023-24 K year). The ratio is calculated by dividing each K enrollment by the births five years earlier (e.g., 2023-24 K divided by 2017-18 births). Births from 2023 to 2028, which inform K classes beginning with the 2028-29 school year, were forecasted based on projections of women of childbearing age and estimated age-specific birth rates.

Sources

Washington Department of Health 2012 to 2022 births to mothers residing within the district boundary. Marysville School District October 2018-19 to 2023-24 headcount enrollment and FLO October 2024-25 to 2033-34 enrollment forecasts (low scenario).

Figure 16: Kindergarten Enrollment and Ratio to Births

Scenario	K Enrollment						Forecasts									
	18-19	19-20	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	33-34
Low						664	665	702	704	690	713	713	714	715	716	717
Ratio to Births						0.70	0.71	0.73	0.75	0.76	0.77	0.77	0.77	0.77	0.77	0.77
Middle	788	808	683	757	770	664	683	731	732	717	745	750	753	756	759	762
Ratio to Births	0.86	0.88	0.71	0.76	0.77	0.70	0.73	0.76	0.78	0.79	0.80	0.80	0.80	0.80	0.80	0.80
High						664	702	750	751	735	768	776	782	787	792	798
Ratio to Births						0.70	0.75	0.78	0.80	0.81	0.82	0.82	0.82	0.82	0.82	0.82



Notes
Enrollment includes students residing outside of the district boundary. The ratios are calculated by dividing each K enrollment by the birth five years earlier (e.g., October 2023-24 K divided by 2017-18 births).

Sources
Washington Department of Health 2012 to 2022 births to mothers residing within the district boundary. Marysville October 2018-19 to 2023-24 enrollment and FLO October 2024-25 to 2033-34 enrollment forecasts (low, middle, and high scenarios).

Figure 17: Grade Progression Ratios

Grade Progression Ratios	2018–19 to 2019–20	2019–20 to 2020–21	2020–21 to 2021–22	2021–22 to 2022–23	2022–23 to 2023–24	2023–24 to 2024–25	2024–25 to 2025–26	2025–26 to 2033–34
K–1	0.99	0.88	1.08	1.01	0.99	1.00	0.99	0.99
1–2	0.98	0.95	1.03	1.03	0.99	1.00	1.00	1.00
2–3	0.96	0.97	1.00	1.01	0.98	0.99	0.98	0.98
3–4	0.96	0.94	1.03	1.01	0.96	0.98	0.98	0.98
4–5	0.98	0.96	0.96	1.01	0.97	0.98	0.98	0.98
5–6	0.94	1.00	0.98	0.97	0.94	0.96	0.96	0.96
6–7	0.98	0.98	0.96	0.94	0.95	0.96	0.96	0.96
7–8	0.97	0.99	1.00	0.97	0.99	0.98	0.98	0.98
8–9	0.99	1.01	0.99	0.97	0.97	0.98	0.98	0.98
9–10	1.01	1.01	1.00	0.99	0.95	0.99	0.98	0.98
10–11	0.79	0.88	0.93	0.91	0.87	0.89	0.88	0.88
11–12	0.93	1.01	1.02	0.91	0.90	0.94	0.95	0.95

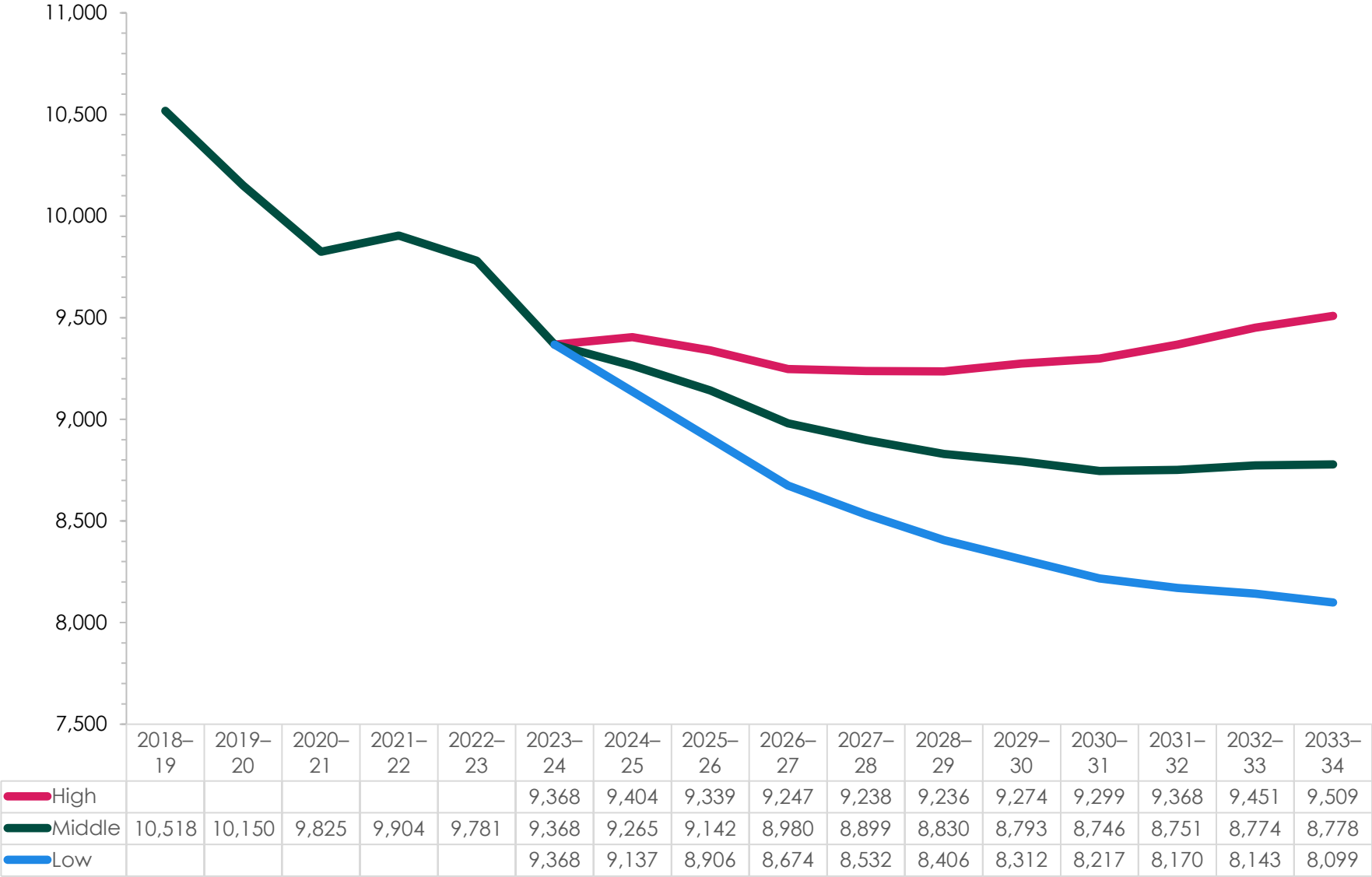
Notes

Grade progression ratios (GPRs) are calculated as the ratio of enrollment in a specific grade in a given year to the enrollment of the same age cohort in the previous year. GPRs quantify how cohort sizes change as students progress from one grade to the next, accounting for new students that join an existing cohort and for students that do not advance to the next grade. For instance, 150 kindergarteners in 2018–19 becoming 140 first graders in 2019–20 yields a K–1 GPR of 0.93. A GPR value greater than 1.00 indicates that the student cohort increased in size from one grade to the next. Conversely, a GPR value less than 1.00 indicates that the student cohort decreased in size from one grade to the next.

Sources

Marysville School District October 2018–19 to 2023–24 enrollment and FLO October 2024–25 to 2033–34 enrollment forecasts (low scenario).

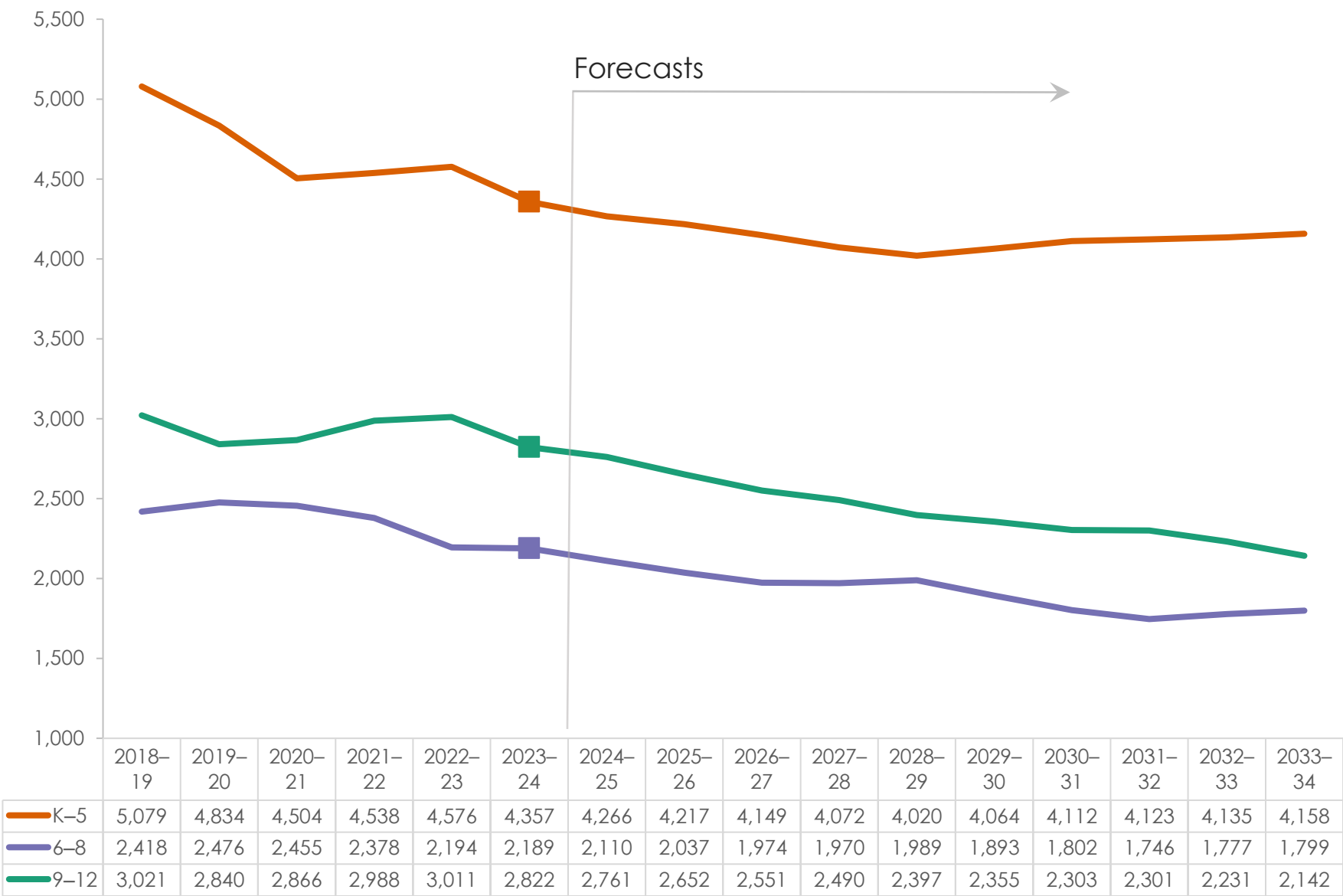
Figure 18: District-wide Enrollment Forecasts: Low, Middle, and High Scenarios



Notes
Students enrolled in Open Doors and full-time Running Start are excluded from analysis.

Sources
Marysville School District October 2023–24 enrollment and FLO October 2024–25 to 2033–34 enrollment forecasts (low, middle, and high scenarios).

Figure 19: District-wide Enrollment Forecasts by Grade Group



Notes
Students enrolled in Open Doors and full-time Running Start are excluded from analysis.

Sources
Marysville School District October 2023–24 enrollment and FLO October 2024–25 to 2033–34 enrollment forecasts (low scenario).

Figure 20: Enrollment Forecasts by Individual Grade: Low Scenario

Grade	2023–24	2024–25	2025–26	2026–27	2027–28	2028–29	2029–30	2030–31	2031–32	2032–33	2033–34
K	664	665	702	704	690	713	713	714	715	716	717
1	761	661	659	695	697	684	706	706	707	708	709
2	757	762	658	656	692	694	681	703	703	704	705
3	747	748	749	647	645	681	682	670	691	691	692
4	709	735	732	733	633	631	667	668	656	676	676
5	719	695	717	714	715	617	615	651	651	640	659
6	754	690	667	689	686	687	593	591	625	625	615
7	710	726	661	639	660	657	658	568	566	599	599
8	725	694	709	646	624	645	642	643	555	553	585
9	694	708	681	696	634	612	633	630	631	545	543
10	800	686	697	670	685	624	602	623	620	621	536
11	700	709	604	614	590	603	550	530	549	546	547
12	628	658	670	571	581	558	570	520	501	519	516
K–5	4,357	4,266	4,217	4,149	4,072	4,020	4,064	4,112	4,123	4,135	4,158
6–8	2,189	2,110	2,037	1,974	1,970	1,989	1,893	1,802	1,746	1,777	1,799
<u>9–12</u>	<u>2,822</u>	<u>2,761</u>	<u>2,652</u>	<u>2,551</u>	<u>2,490</u>	<u>2,397</u>	<u>2,355</u>	<u>2,303</u>	<u>2,301</u>	<u>2,231</u>	<u>2,142</u>
Total	9,368	9,137	8,906	8,674	8,532	8,406	8,312	8,217	8,170	8,143	8,099

Notes

Students enrolled in Open Doors and full-time Running Start are excluded from analysis.

Sources

Marysville School District October 2023–24 headcount enrollment and FLO 2024–25 to 2033–34 enrollment forecasts (low scenario).

Figure 21: Enrollment Forecasts by Individual Grade: Middle Scenario

Grade	2023–24	2024–25	2025–26	2026–27	2027–28	2028–29	2029–30	2030–31	2031–32	2032–33	2033–34
K	664	683	731	732	717	745	750	753	756	759	762
1	761	674	690	731	732	717	745	750	753	756	759
2	757	769	671	687	728	729	714	742	747	750	753
3	747	756	764	667	682	723	724	709	737	742	745
4	709	746	751	755	660	674	715	716	701	729	734
5	719	702	728	732	736	644	657	697	698	684	711
6	754	698	681	706	710	714	625	638	676	677	664
7	710	734	672	656	680	684	688	602	614	651	652
8	725	701	721	660	644	668	672	675	591	603	639
9	694	715	691	711	651	635	659	663	666	583	595
10	800	693	714	690	710	650	634	658	662	665	582
11	700	729	631	650	628	647	592	577	599	603	606
12	628	665	697	603	621	600	618	566	551	572	576
K–5	4,357	4,330	4,335	4,304	4,255	4,232	4,305	4,367	4,392	4,420	4,464
6–8	2,189	2,133	2,074	2,022	2,034	2,066	1,985	1,915	1,881	1,931	1,955
<u>9–12</u>	<u>2,822</u>	<u>2,802</u>	<u>2,733</u>	<u>2,654</u>	<u>2,610</u>	<u>2,532</u>	<u>2,503</u>	<u>2,464</u>	<u>2,478</u>	<u>2,423</u>	<u>2,359</u>
Total	9,368	9,265	9,142	8,980	8,899	8,830	8,793	8,746	8,751	8,774	8,778

Notes

Students enrolled in Open Doors and full-time Running Start are excluded from analysis.

Sources

Marysville School District October 2023–24 headcount enrollment and FLO 2024–25 to 2033–34 enrollment forecasts (middle scenario).

Figure 22: Enrollment Forecasts by Individual Grade: High Scenario

Grade	2023–24	2024–25	2025–26	2026–27	2027–28	2028–29	2029–30	2030–31	2031–32	2032–33	2033–34
K	664	702	750	751	735	768	776	782	787	792	798
1	761	684	706	754	755	739	772	780	786	791	796
2	757	781	695	717	766	767	751	784	792	798	803
3	747	760	780	694	716	765	766	750	783	791	797
4	709	754	763	783	697	719	768	769	753	786	794
5	719	713	747	756	775	690	712	761	762	746	778
6	754	712	699	732	741	760	676	698	746	747	731
7	710	737	689	677	709	717	736	654	676	722	723
8	725	704	727	680	668	700	708	726	645	667	712
9	694	726	694	717	671	659	690	698	716	636	658
10	800	697	725	693	716	670	658	689	697	715	635
11	700	737	638	664	635	656	614	603	631	638	655
12	628	697	726	629	654	626	647	605	594	622	629
K–5	4,357	4,394	4,441	4,455	4,444	4,448	4,545	4,626	4,663	4,704	4,766
6–8	2,189	2,153	2,115	2,089	2,118	2,177	2,120	2,078	2,067	2,136	2,166
<u>9–12</u>	<u>2,822</u>	<u>2,857</u>	<u>2,783</u>	<u>2,703</u>	<u>2,676</u>	<u>2,611</u>	<u>2,609</u>	<u>2,595</u>	<u>2,638</u>	<u>2,611</u>	<u>2,577</u>
Total	9,368	9,404	9,339	9,247	9,238	9,236	9,274	9,299	9,368	9,451	9,509

Notes

Students enrolled in Open Doors and full-time Running Start are excluded from analysis.

Sources

Marysville School District October 2023–24 headcount enrollment and FLO 2024–25 to 2033–34 enrollment forecasts (high scenario).

Figure 23: Enrollment Forecasts by School/Program

School Name	2023–24	2024–25	2025–26	2026–27	2027–28	2028–29	2029–30	2030–31	2031–32	2032–33	2033–34
Allen Creek ES	469	462	462	462	461	450	470	473	469	471	474
Cascade ES	409	392	391	396	391	382	376	381	382	382	384
Grove ES	375	376	373	378	373	364	357	361	362	363	366
Kellogg Marsh ES	451	447	440	438	409	416	419	423	425	427	429
Liberty ES	417	408	384	381	371	363	356	359	360	362	363
Marshall ES-Marysville Co-Op *	479	483	481	467	457	455	458	464	466	467	469
Pinewood ES	420	403	387	372	368	373	383	387	390	391	393
Quil Ceda Tulalip ES	492	486	480	456	443	431	436	443	445	447	449
Shoultes ES	372	354	360	342	340	342	351	356	358	359	362
Sunnyside ES	466	444	448	446	448	433	447	454	455	455	458
SHoPP	5	9	9	9	9	9	9	9	9	9	9
Entity ID 598	2	2	2	2	2	2	2	2	2	2	2
K–5 Total	4,357	4,266	4,217	4,149	4,072	4,020	4,064	4,112	4,123	4,135	4,158
Cedarcrest MS	751	712	657	627	617	636	595	557	532	559	570
Marysville MS	670	647	614	556	545	549	545	517	495	488	494
Totem MS	584	505	460	425	442	438	387	362	353	364	369
10th Street MS	163	225	285	345	345	345	345	345	345	345	345
SHoPP	17	16	16	16	16	16	16	16	16	16	16
Entity ID 598	4	5	5	5	5	5	5	5	5	5	5
6–8 Total	2,189	2,110	2,037	1,974	1,970	1,989	1,893	1,802	1,746	1,777	1,799
Marysville Getchell HS	1,344	1,270	1,189	1,144	1,128	1,083	1,050	1,046	1,044	1,001	965
Marysville Pilchuck HS	1,183	1,175	1,151	1,108	1,061	1,012	1,003	955	955	928	875
Heritage HS	119	117	123	98	98	98	98	98	98	98	98
Legacy HS	151	176	166	178	180	181	181	181	181	181	181
Entity ID 598	25	23	23	23	23	23	23	23	23	23	23
9–12 Total	2,822	2,761	2,652	2,551	2,490	2,397	2,355	2,303	2,301	2,231	2,142
District-wide Total	9,368	9,137	8,906	8,674	8,532	8,406	8,312	8,217	8,170	8,143	8,099

Notes

* Effectively two programs on a single school campus.

Entity ID 598 is comprised of 18-21 Year Old, Sp. Ed. Out of District, and Sp. Ed. Other.

Students enrolled in Open Doors and full-time Running Start are excluded from analysis.

Sources

Marysville School District October 2023–24 enrollment and FLO October 2024–25 to 2028–29 and 2033–34 enrollment forecasts (low scenario).