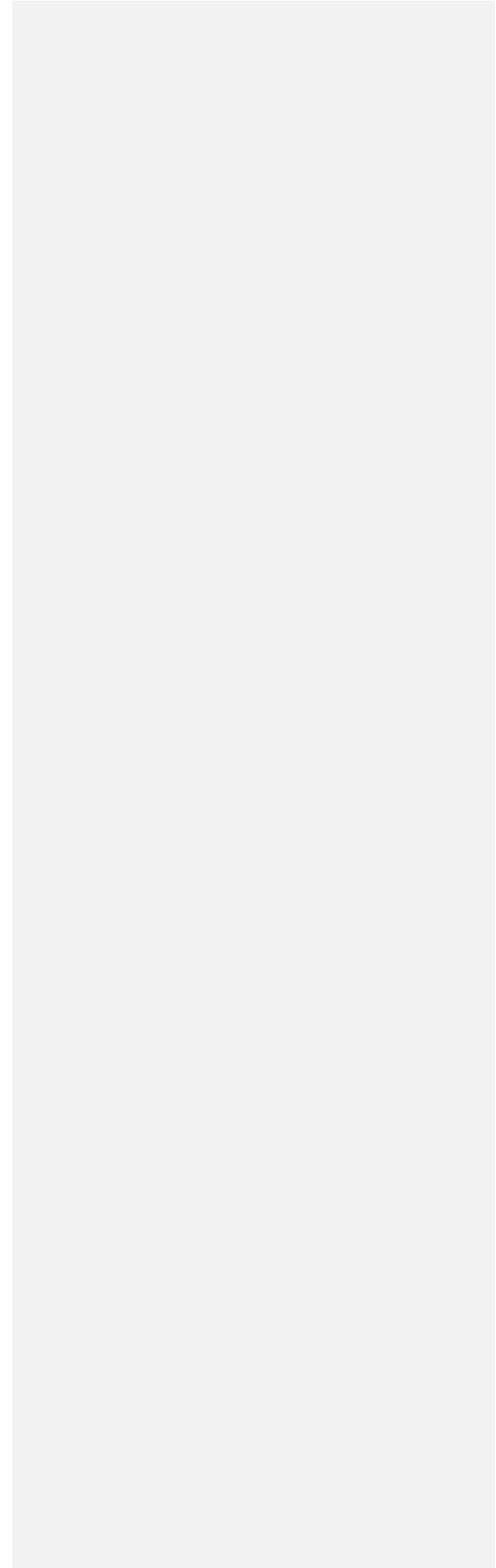


# Tenino Comprehensive Plan 2025 – 2045

Draft Date: 4/7/2025



## ACKNOWLEDGEMENTS

The City would like to acknowledge the many members of the community that participated in public meetings and helped inform this vision for our community. The City would also like to acknowledge the following:

### Elected Officials

Mayor Dave Watterson

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### Other Acknowledgements

Washington State Department of  
Commerce

Thurston Regional Planning Council

DRAFT

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# Executive Summary

This plan lays out a guide for managing growth in Tenino and its surrounding area, helping shape the community's future. It serves as both a strategy for development and a joint effort between Tenino and Thurston County to ensure growth happens in an organized way. The plan is divided into six chapters, with six appendices covering key topics like public facilities, housing, demographics, the Main Street 507 project, community input, and legal regulations.

## Land Use

The land use chapter analyzes the implications of population, development, and environmental trends and translates the information into official City policy regarding land use. The intent of the chapter is to set forth a course for Tenino that will preserve the historic small city and natural character of the community, while offering opportunities for residential and commercial development to expand the service and employment base necessary for residents. The City has identified 10 goals related to land use.

## Natural Resources

Tenino sits in a valley surrounded by hills in South Thurston County. The main part of town is on flat land with porous prairie soils, while the hills to the north, south, and west are steeper and covered with forests, wetlands, and sandstone. Most of the area's important wildlife habitats are near Scatter Creek. Recent growth to the west includes land that is home to the Taylor's checkerspot butterfly and the Mazama pocket gopher. This chapter highlights Tenino's sensitive environmental areas and outlines ways to protect the natural surroundings. The city has set 13 goals for managing its natural resources.

## Housing

Tenino features a variety of housing types that reflect its long history, ranging from older historic homes to newer developments. As the community continues to grow, the demand for housing is expected to increase significantly. Over the next 20 years, the number of housing units in Tenino is projected to double, requiring careful planning to accommodate this expansion while maintaining the town's character and livability. To address this growth, the City has established four key housing goals focused on ensuring a diverse range of housing options, promoting affordability, supporting sustainable development, and maintaining the quality of life for residents. These goals will guide policies and decisions to create a balanced and thriving community for both current and future residents. The City has identified 13 goals related to Housing.

## Transportation

In order to maintain and improve circulation, safety, and mobility for residents and businesses, the City of Tenino anticipates conducting several transportation improvements over the next 20 years. This chapter analyzes travel by personal automobiles, pedestrians, bicycles, buses, freight, and other vehicles as a means to help identify these necessary mobility enhancements. The City has identified 13 goals related to transportation.

## Capital Facilities

To comply with state laws, maintain and improve City services and accommodate orderly growth, the City of Tenino anticipates significant investment in capital facilities over the next several years. A few issues, however, will make this necessary investment difficult. This plan is intended to identify anticipated capital facility costs over the next 20 years and begin to chart a course towards the successful development and maintenance of the community's facilities. Community streets and pedestrian facilities are generally addressed as part of Chapter 6, Transportation; however, transportation-related projects are identified in the 6-year Capital Improvement Program contained in this chapter. The city has identified 15 goals related to capital facilities.

## Utilities

This chapter outlines the policies guiding both current and future utility services in Tenino. It details the locations, capacities, and planned expansions of key utilities, including electricity, natural gas, and telecommunications infrastructure. As Tenino grows, ensuring reliable and efficient utility services will be essential to support residential, commercial, and industrial development. The City of Tenino has identified 8 goals related to utilities.

## Climate

The Climate Element of this Comprehensive Plan outlines a strategic approach to building a more resilient and sustainable future for our community. Climate change presents increasing challenges, including rising temperatures, extreme weather events, and shifting environmental conditions that impact infrastructure, natural resources, and public health. This element provides a framework for reducing greenhouse gas emissions, adapting to climate impacts, and integrating sustainability into all aspects of city planning and development. The city has identified 8 goals related to Climate.

# County-wide Planning Policies

## Relationship of the Tenino Comprehensive Plan to Thurston County County-wide Planning Policies

Growth management planning is a cooperative process which must occur between the County and cities. Counties are regional governments within their boundaries, and cities are primary providers of urban services within the designated UGAs. In order to effectively balance land use, infrastructure, and finance throughout a region, the Growth Management Act (GMA) requires that an overall vision for growth, plus general county-wide planning policies to implement this vision, be established via a collaborative process between county and city representatives.

It is intended that the county-wide policies will serve as a framework for the development of the City of Tenino's Comprehensive Plan, ensuring consistency between city and county plans, and compliance with the requirements of growth management legislation.

### **CW Goal 1: The City of Tenino should be prepared to accommodate change.**

- Policy 1.1** The City of Tenino will anticipate, facilitate, and affect positive change by identifying and coordinating public, private, and joint responsibilities to exploit change for the betterment of the community.

**Policy 1.2** The City will identify and work with local and regional public and private agencies which monitor and report indicators of change.

**CW Goal 2: Local resources should be used whenever possible in new development and expansion of existing development to encourage efficiency and to build on what already exists.**

**Policy 2.1** The City shall actively seek citizen involvement, volunteerism and activism in the public and private sectors, specifically in government, youth activities, historic preservation and others.

**Policy 2.2** The City will encourage public and private involvement in community activities.

**Policy 2.3** The City will educate the public about Tenino’s history and future.

**CW Goal 3: Provide for health, safety, and welfare benefits through a combination of public and private services and programs that are accessible and affordable.**

**Policy 2.1** The City shall identify and provide health, safety, and welfare programs and benefits that are relevant to the needs of the Tenino community.

**Action:** Identify, catalogue, and assess the local, county, state, public and private programs and services presently available.

**Action:** Define the public and private responsibilities to provide quality benefits.

**Action:** Monitor the changes in health, welfare, and safety requirements of the Tenino community.

**Action:** Investigate and implement new funding sources and incentives for additional public and private benefits to all sectors of the population.

**Action:** Comply with the requirements of the Americans with Disabilities Act (ADA).

# Chapter 1. Land Use

This chapter analyzes population, development, and environmental trends and sets official City land use policies that preserve the historic small city and natural character of the community. Tenino provides opportunities for residential and commercial development and supports the regional tourism economy to expand the service and employment base necessary for residents. The siting of essential public facilities is addressed in Appendix A.

## Community Character

The City of Tenino is a historic small community that grew because of natural resource industries such as logging and sandstone quarrying. The community's authentic small-town character, with its walkable downtown built of local stone, and surrounding natural and working lands are key components that Tenino desires to maintain and emphasize into the future. Strategies to enhance characteristics the community sees as integral to its development are described below:

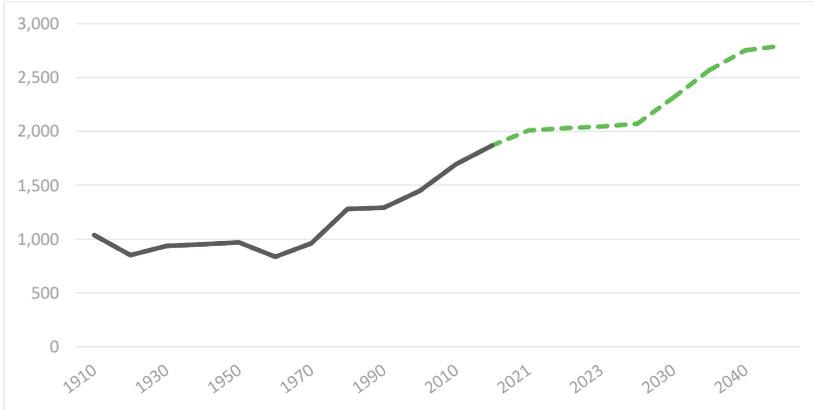
- **Preserve the historic character of Tenino** through the restoration of historic structures and the construction of new buildings that complement older buildings.
- **Showcase the industrial character of Tenino** through the use of old industrial-feeling materials such as steel, wood, and stone.
- **Emphasize the natural character of Tenino** and its natural amenities by preserving views and retaining the appearance of the surrounding natural lands, including treed hillsides.
- **Accentuate the artisan/handmade character of Tenino** through the use of handmade design elements such as carved sandstone, hand-painted signs and art, and local metalwork.
- **Provide context-sensitive development opportunities** by adopting regulations that expand housing options and commercial activity while protecting the form and scale of existing neighborhoods.
- **Participate in regional tourism to bolster the local economy** by coordinating with regional entities involved in agritourism and ecotourism, including leveraging the Southwest Washington Agricultural Business & Innovation Park.

The City will work to emphasize Tenino's small town character, walkability, and proximity to rural and natural south Thurston County throughout the community to strengthen Tenino's appeal.

## Population

Figure 1 illustrates Tenino's population growth, from 1950 and projected into 2045, while Figure 2 illustrates the City's population as a percentage of Thurston County's population over the same period. Tenino's share of the County population has decreased since 1950 because the County population increased about 6 times since 1950 census whilst Tenino growth remains steady, accounting for around 0.6% of the County's population. In 2020 Tenino's increased by 10% from the 2010 census whilst the County's overall population increase by 16.8%.

**Figure 1: Historic and Project Population, 1950-2045**



Source: Office of Financial Management, Thurston Regional Planning Council

OFM issues annual population estimates for all cities and counties in Washington, which are the state’s official population counts for long-range planning purposes. These annual estimates are based on the most recent decennial Census counts. OFM’s official 2023 population estimates indicate Tenino currently has a population of 2,045<sup>1</sup>. The population estimate for Thurston County is 303,400; Tenino accounts for 0.67% of the County’s population.

**Figure 2: Percent of County Population**

Year	Tenino Population	Thurston County Population	% of County Population
1950	969	44,884	2.2%
1960	836	55,049	1.5%
1970	962	76,894	1.3%
1980	1,280	124,264	1.0%
1990	1,292	161,238	0.8%
2000	1,447	207,355	0.7%
2010	1,695	252,264	0.7%
2020	1,870	294,793	0.6%
2030	2,315	336,000	0.7%
2035	2,570	354,400	0.7%
2040	2,755	370,700	0.7%
2045	2,795	383,500	0.7%

Source: U.S. Census Bureau, Decennial Census Data, Thurston Regional Planning Council

<sup>1</sup>Office of Financial Management, Thurston Regional Planning Council  
Tenino Comprehensive Plan 2025-2045

## Future Land Use Designations

Tenino preserves and enhances its authentic and walkable small town character that embraces a connection to rural Thurston County. This plan establishes seven future land use designations (see Map LU-1) to incorporate different aspects of the desired community character vary as to what land uses are allowed. The future land use designations indicate the predominant land use anticipated in each of the areas but are intended to allow for some mixing of uses (housing and commercial for example) in certain instances.

Focusing on the predominant character of land uses is meant to complement the historic development of the community. In Tenino's hundred plus years, residential neighborhoods have grown adjacent to the downtown core and have related effectively to the commercial area. Similarly, multifamily residential has been placed on residential or commercial streets and not detracted from the development of those future land use designations. The future land use designations are intended to continue this compatible mixing of land uses, and a brief description of each of the future land use designations is provided below.

### Commercial (COM)

This designation promotes commercial development within the city. Land intensities within the commercial designation range from stand-alone, single-story buildings to multistory structures that encompass an entire lot. A mix of commercial and residential uses is appropriate.

### Industrial (IND)

The industrial designation applies to properties that have good access to rail and the highway, or properties that currently have an industrial-type use on them. The designation is meant to promote further industrial development and intensities will range from stand-alone structures to developments that cover the entire lot.

### Mixed Use (MU)

The mixed-use designation applies to properties anticipated to include a mix of commercial and residential uses in the future. Development intensities will vary depending on the type of buildings constructed.

### Master Planned Community (MPC)

The master planned community designation applies to approximately 264 acres in West Tenino that are currently used for agricultural purposes. This area has limited development potential due to the presence of Mazama pocket gophers (a protected species) and other constraints. A master plan is required for any future development which can include a range of industrial, commercial, and residential uses, and should include the following:

- A mix of commercial, industrial, office and residential development on the flat portion of the site, provided such development does not conflict with protected species habitat.
- A mix of residential types and densities on Lemon Hill.
- Parks and/or other amenities to protect and showcase the unique natural features on the site such as prairie habitat, scenic views from Lemon Hill, and trails that follow the course of hillside ravines.
- A connector to the Yelm-Tenino

Trail.

- A walkable commercial area.
- A secondary access road.

### **Multifamily Residential (MF)**

The multifamily residential designation promotes additional density, especially within the downtown area, through the inclusion of various housing types. Housing types that may be appropriate in the multifamily residential areas include attached dwellings, apartments, condominiums, and townhouses with densities up to 40 units per acre.

### **Residential (RES)**

The residential future land use designation includes areas that are typified by single-family residential housing, and the designation is intended to complement this development pattern. Middle housing types that are compatible with the form and scale of single-family residential development, as well as accessory dwelling units, are allowed in this designation. This residential designation is also intended to allow a compatible mix of residential and nonresidential uses so long as the scale of the new development complements the size of neighboring units. Densities up to 25 units per acre may be allowed within the future land use designation; higher densities may also be appropriate.

### **Public/Semi-Public (P/SP)**

The public/semi-public designation applies to land that is owned by the City of Tenino, the Tenino School District, or land that is part of the Burlington Northern Santa Fe mainline. Land in the designation is meant to be used for public utilities, schools, rail, and/or municipal activities, including recreational uses.

### **Historic Preservation Overlay (HP)**

The historic preservation overlay is meant to preserve or protect the historic character of Tenino's downtown core. The downtown has been classified as a National Historic District on the National Register of Historic Places, and several of the properties within the overlay district have been submitted for listing on the National Historic Register as historic structures. The underlying commercial future land use designation still applies to these properties, but renovations or new buildings are intended to be subject to design review to ensure that the building enhancements preserve the character of the historic district and are compatible with the adjacent historic buildings or structures.

### **Urban Growth Area**

Urban Growth Areas (UGA) are areas outside of the City of Tenino, but located within connected proximity where growth and higher densities are expected and that can be supported by cost-effective urban services. By directing growth into the UGA, the City of Tenino can also protect critical areas, conserve the local natural resource lands (farms, forests, etc), and maintain the rural character of their rural lands of Thurston County adjacent to the City.

When the City annexed West Tenino in 2007, it was expected that a good portion of the site would be comprised of residential development and master planning requirements reinforce this notion. In 2013, the Mazama pocket gopher became federally-listed as a threatened species and is now protected under

the Endangered Species Act. Approximately 89 acres of West Tenino has been identified as critical habitat for the Mazama pocket gopher and the Taylor’s checkerspot butterfly, another federally-listed endangered species. Taking into consideration land required for rights-of-way, open space, stormwater management facilities, and critical areas, it is estimated that between 192 and 236 dwelling units could have been located in this part of West Tenino but are now, due to mitigation requirements, assumed to be lost. In addition to this, approximately 24 acres of land that would have been used for nonresidential development has also been lost.

To account for the loss of commercial and residential development potential, the City is exploring the possibility of expanding the urban growth area (UGA) into the Mima Acres neighborhood on the south side of West Tenino. Map LU-2 shows the potential changes in the UGA. M i m a A c r e s is adjacent to the current city limits, has ready access to utilities in Old Highway 99, is near Tenino schools, and could leverage momentum from the development of the Southwest Washington Agricultural Business & Innovation Park (Ag Park). Any development of the land in this area will need to take into consideration its proximity to Scatter Creek and protected species habitat. With appropriate protections and buffers in place, however, this represents a location that could support additional residential development. Approximately 54.8 acres would be added to the Urban Growth Area, representing a capacity of approximately 253 new units. The potential future land use designation would be Residential.

The City will work with both Thurston Regional Planning Council and Thurston County to address any changes to the urban growth boundary.

## Goals, Policies, And Actions

### General

#### Goal LU 1: Manage land use with individual and community-wide quality of life interests in mind.

- Policy LU 1.1** The rights of individual property owners shall be protected.
- Policy LU 1.2** The maintenance and enhancement of community identity shall be considered in land use decisions.
  - Action:** Encourage citizen participation in the land use planning and decision making process.
- Policy LU 1.3** Ensure that permit processing is fair and timely, and permit review procedures are consistent and predictable.

Commented [MP1]: CW Land Use Goal 1

#### Goal LU 2: Safeguard community-wide environmental conditions and resources of the landscape, parks, open space, and views.

- Policy LU 2.1** Upon annexation, new developments of ten acres or more shall be required to include adequate usable open space in the subdivision proposals.
  - Action:** Coordinate with Thurston County Parks Department for possible acquisition of open spaces in conjunction with annexation proposals.

Commented [MP2]: CW Land Use Goal 2

## Great Neighborhoods

### Goal LU 3: Build excellent neighborhoods throughout Tenino.

**Policy LU 3.1** Ensure that new residential and commercial developments include features such as trails, sidewalks, well-connected streets, and street trees.

**Action:** Establish street standards (especially for new streets within residential and commercial neighborhoods).

**Policy LU 3.2** Require new developments to submit plans for streets, landscaping, stormwater, and pedestrian enhancements.

**Action:** Require new developments to plant and maintain trees as specified in the City of Tenino Street Tree Plan (adopted herein by reference).

**Policy LU 3.3** Work diligently to enhance existing neighborhoods through strategies such as traffic calming, pedestrian enhancements, and adding street trees and/or art.

**Policy LU 3.4** Promote community projects/volunteerism to help build the local character of Tenino.

### Goal LU 5: New residential development contains a mix of housing types that are constructed at urban densities.

**Action:** Require sewer connections for most new development. Where sewer expansion is not required, development shall be configured to plan for future infill.

### Goal LU 6: Expand the Urban Growth Area to accommodate future residential growth.

**Policy LU 6.1** Work with Thurston Regional Planning Council and Thurston County to amend the Tenino UGA during future joint planning efforts or an annual comprehensive plan amendment.

## Vital Historic Business District and Nonresidential Development

### Goal LU 7: New business development thrives in Tenino.

**Policy LU 7.1** Strive to make Tenino and existing commercial and industrial lands within the community attractive for development.

**Action:** Create more attractive development sites within the commercial, industrial, and mixed use designations.

**Action:** Consider changes to the zoning code to support new commercial, industrial, or mixed-use development, such as limited exceptions to building heights or developer incentives.

## Goal LU 8: Downtown Tenino continues to be the historic and retail center of Tenino.

**Policy LU 8.1** Encourage retail and service businesses to locate downtown, both in older buildings and newer structures.

**Action:** Work with business owners to understand challenges and needs and identify actions the City can take to support a healthy local economy and leverage local entrepreneurial spirit.

**Policy LU 8.2** Encourage cosmetic improvements to the existing streetscape and structures within the area.

**Action:** Work to complete the Main Street concepts shown on Map TS-4.

**Action:** Identify grant opportunities or invest in low-cost actions to fund façade improvement programs, art installations, street furnishings, and similar interventions to improve the quality of the pedestrian environment.

## Goal LU 9: New development and redevelopment complement the walkable and historic character of Tenino.

**Policy LU 9.1** Require and conduct design review for all applicable development.

**Policy LU 9.2** Consider and work to limit the potential negative impacts associated with development of commercial and industrial properties as part of the development review process.

**Policy LU 9.3** Encourage adaptive reuse of existing structures where feasible or, for new development, encourage the use of building forms, ornamentation, materials, and colors that are reminiscent of historic buildings.

**Policy LU 9.4** Encourage slower traffic areas, wider sidewalks, and a landscaped vegetative buffer between the sidewalk and street.

**Policy LU 9.5** Create Gateways into Downtown and the Historic District that define each side of downtown, the historic downtown area, slow traffic and act as an amenity for future development of surrounding parcels.

**Action:** Create a series of gateways on each side of downtown close to or at Old Highway 99 and Sussex Roundabout, East Downtown Gateway, and Ritter and Sussex Square.

**Commented [MP3]:** Based on goal and concept from Page LU-5 and Pg LU-6

## Goal LU 10: The character of existing historic buildings is retained and celebrated.

**Policy LU 10.1** Encourage landowners to restore the historic character of their buildings, and to take full advantage of available historic preservation programs and funding opportunities in the process.

**Policy LU 10.2** Evaluate proposed changes to historic structures or demolitions that may significantly adversely impact the character of the community under the auspices of the State Environmental Policy Act.

**Goal LU 11: New multifamily, middle housing, and attached housing units are constructed near downtown and add vitality to the downtown historic district.**

- Policy LU 11.1** Ensure that sufficient lands are zoned to accommodate additional housing units near the downtown, and the zoning code does not unnecessarily limit the development of multifamily, middle housing, or attached housing types or accessory dwelling units.
- Policy LU 11.2** Encourage landowners and developers to consider the construction of multifamily housing, middle housing, or options such as townhomes near downtown.
- Policy LU 11.3** Ensure that multifamily housing projects located in high-priority areas for pedestrian activity are sited such that the building is located near the street and the parking is situated behind the structure.

**Goal LU 12: Draw people into downtown and historic district with events.**

- Policy LU 12.1** Encourage and support businesses through temporary events, such as markets, craft fairs, music shows, or community movie nights that bring people into the area.
- Policy LU 12.2** Encourage outdoor cafes, pedestrian spaces, and seating on side streets, back alleys, and unique places on the front or sides of buildings.
- Policy LU 12.3** Evaluate and encourage ways to connect the City Park to the downtown and historic district.
  - Action:** Create a pedestrian friendly link to the Tenino City Park along Olympia Avenue that can double as a home for community events such as markets, fairs, concerts, or outdoor movies.
- Policy LU 12.4** Develop a bike system that includes access points throughout downtown and the City Park.
  - Action:** A bike network that leads people from the park to and from downtown and vice-versa with bike routes that showcase the community, bike route markers that point people into downtown, and bike markings that guide people to the best routes to travel.

**Commented [MP4]:** Based on goal and concept from Page LU-4

**Commented [MP5]:** Based on goal and concept from Page LU-5

Master Planned Community

**Goal LU 13: West Tenino is developed in a manner consistent with the community’s vision for the area.**

- Policy LU 13.1** Ensure that any master plan for west Tenino adequately addresses utilities, transportation infrastructure, land use, and park and open space features.
- Policy LU 13.2** Review future master plan(s) in accordance with the intent of the future land use designation and the standards of the Tenino Municipal Code.

## Tourism

### Goal LU 14: Tenino participates in and benefits from regional tourism.

**Policy LU 14.1** Build on the success of the Southwest Washington Agricultural Business & Innovation Park by considering the expansion of agriculture-adjacent business incubator spaces.

**Policy LU 14.2** Plan for tourism-supportive uses, such as hotels and related services.

DRAFT

*Tenino Zoning Map*

DRAFT

*Tenino Future Land Use Map*

DRAFT

*Tenino Urban Growth Area Changes*

DRAFT

## Chapter 2. Natural Resources

The City of Tenino is situated in a valley nestled amongst the hills of South Thurston County. The floor of the valley, where the bulk of the community sits, is typified by flat land and highly porous prairie soils, while the slopes to the northern, southern, and western portions tend to have steeper grades typified by forests, wetlands and sandstone outcroppings. Wetlands and the majority of the priority habitat present in the community are located along Scatter Creek. Recent westward expansion of the community has included a swath of land that acts as critical habitat for the Taylor's checkerspot butterfly and the Mazama pocket gopher. This chapter presents these known environmentally sensitive areas in Tenino as well as a framework for the community to retain the character of the surrounding natural environments.

### Environmentally Sensitive Areas

Environmentally sensitive or critical areas are located throughout Tenino including along Scatter Creek, the surrounding hillsides, and in the prairies of West Tenino. Critical areas, as defined in state law, include wetlands, critical aquifer recharge areas, frequently flooded areas, geologically hazardous areas, and fish and wildlife conservation areas. The Growth Management Act mandates local governments that plan under RCW 36.70A.060, like Tenino, identify and adopt development regulations that protect critical areas from incompatible uses and development. When possible impacts to critical areas may occur, avoiding those impacts should be the first course of action. If impacts are unavoidable, then minimizing those impacts and mitigating them is essential. This is known as mitigation sequencing and is a tool that can be used to protect critical areas from incompatible uses and development. Where avoiding and minimizing impacts is possible but are limited by zoning requirements (such as required front, side and rear yard setbacks), the City should encourage reasonable reductions in the zoning requirements to help preserve critical areas.

The five maps found at the end of this chapter and discussed throughout show many of the areas of Tenino identified as potential critical areas. These maps are for informational purposes only and are intended to alert the development community, appraisers, and current or prospective property owners about the possible presence of critical areas on a site. The presence of a critical area on these maps is sufficient foundation for the City to require an analysis of the area prior to the acceptance of a development application for review. Fish and wildlife conservation areas are presented with State Priority Habitat and Species data, as well as on federal Endangered Species listings. Due to the changing nature of these listings and habitat and species priorities, a map of known conservation areas is not included as part of this chapter.

### Groundwater and Critical Aquifer Recharge Areas

An extreme critical aquifer recharge area underlies the majority of the flat portion of the City of Tenino (see Map NR-1). Characteristics of this aquifer recharge area are:

- **Porous Soils with No Confining Layer.** Soils are exceptionally porous and pollutants can easily enter the underlying groundwater as a result. Because the City relies on groundwater from an unconfined aquifer as its only source of potable water and the well depth is relatively shallow, protection of this aquifer from potential pollutants is particularly important.

- **Small Contributing Watershed Upstream of the Water Source.** Scatter Creek’s watershed upstream from municipal wells is relatively small in area and offers a limited recharge capability for groundwater supplies. Capturing or slowing water upstream from the community’s wells may be accomplished through wetland preservation and construction and will ensure that drinking water supplies are recharged. This is essential, especially during the dry summer months. Wetland preservation and creation will also contribute to in-stream flows in Scatter Creek, improving the quality of water and riparian habitat.

## Frequently Flooded Areas

Frequently flooded areas, or areas that often experience surface or groundwater flooding, are primarily located near Scatter Creek and in Tenino City Park. Scatter Creek often experiences low flows in the summer months but floods in winter; surrounding land has been defined as a floodplain as a result (see Map NR-2). Areas of localized flooding and high groundwater hazards also occur as a result of winter storms. Key areas that experience local flooding include the Tenino City Park and the Huston Street area and known high groundwater areas, as documented during the 1997 flood. These areas are also shown on Map NR-2.

## Wetlands

Wetlands in and around Tenino are located primarily along Scatter Creek, south of the Yelm-Tenino Trail in City Park, and on lands near the park (see Map NR-3). In their natural state, these wetlands perform a number of functions that are difficult, costly, and sometimes impossible to replace. Wetlands in Tenino:

- Provide erosion and sediment control.
- Stabilize streambanks, floodplains, and shorelines as a result of the extensive root systems of wetland vegetation.
- Improve water quality by decreasing the velocity of water flow as well as physically intercepting and filtering waterborne sediments, excess nutrients, heavy metals, and other pollutants.
- Provide food, shelter and essential breeding, spawning, nesting and wintering habitats for fish and wildlife, including migratory birds, anadromous fish, and other species.
- Store and slowly release stormwater.

## Fish and Wildlife Conservation Areas

Fish and wildlife conservation areas protected under the Growth Management Act are primarily located along Scatter Creek and in West Tenino. High quality habitat is also adjacent to Tenino City Park due to the nearby forest and Creekside Conservancy lands. Known fish and wildlife priority habitat and species areas are documented on the Washington Department of Fish and Wildlife’s website and in Washington State’s Priority Habitat and Species data. Existing protected and priority species known to be present in Tenino include the Mazama pocket gopher (a species listed as threatened under the Endangered Species Act) in West Tenino and coho salmon and cutthroat trout in Scatter Creek.

Populations of the Taylor’s checkerspot butterfly (a federal endangered species) and the mardon skipper butterfly (a state endangered species) also historically existed in the western portion of the community.

No populations of Taylor’s checkerspot are currently known to exist in the area (though the land has been designated as critical habitat to recover the species), and the present status of the mardon skipper in Tenino is unknown. Protected and priority species are shown in Table 2.1.

**Table 2.1: Existing Protected and Priority Species in Tenino**

Species	Occurrence	Critical Habitat	Listing Status	
			Federal	State
<b>Fish</b>				
Coho Salmon	X		--	--
Cutthroat Trout	X		--	--
<b>Insects</b>				
Taylor's Checkerspot Butterfly	X (Historic)	X	Endangered	Endangered
Mardon Skipper Butterfly	X		Candidate Species	Endangered
<b>Mammals</b>				
Mazama Pocket Gopher	X	X	Threatened	Threatened

Key habitats in the community include prairie lands designated as critical habitat for the both the Mazama pocket gopher and Taylor's checkerspot butterfly, and state-designated Oregon White Oak priority habitat that primarily borders Scatter Creek. The functions and values of critical resources, including threatened and endangered species and habitats, can be protected through a variety of strategies, including educating the public about the value of the resource or species; supporting community, non-profit, and governmental efforts to conserve the species or habitat; having a proactive permit review process, and ongoing code enforcement efforts.

### Landslide and Erosion Hazards

Land with slopes of more than 40% are considered to have potential landslide or erosion hazards (see Map NR-4). Where these areas exist, potential hazards should be evaluated under the Tenino Critical Areas Ordinance to ensure development does not further contribute to a landslide or erosion hazard.

### Open Space Framework

While natural areas surround the City of Tenino, the primary open space and habitat areas present in the community are associated with Tenino City Park and the adjacent Creekside Conservancy properties, Scatter Creek and its surrounding riparian areas, and the prairie lands in West Tenino. Map NR-5 illustrates these open space and habitat areas as well as areas the Shoreline Master Program has jurisdiction over. Lands within 200 feet of the Ordinary High Water Mark or floodway of Scatter Creek, as well as any wetlands associated with the creek, are subject to the Tenino Shoreline Master Program. Shoreline areas contain key habitat for fish and the bulk of the community's wetlands.

### Goals, Policies, and Actions

In reviewing each of the critical areas, Tenino has identified the following goals and policies to protect and maintain environmentally sensitive areas; protect groundwater and critical aquifer recharge areas; help defend the community from frequently flooded areas; preserve and protect wetland functions; conserve habitat for fish and wildlife; protect the public from landslide and erosion hazards; and maintain open space corridors. Additional goals and policies for development along Scatter Creek are presented in the Shoreline Master Program for Tenino (adopted herein by reference).

## Goal NR 1: Natural resources and the environment are conserved.

- Policy NR 1.1** Seek to minimize impacts to critical areas. Unavoidable impacts should be mitigated.
- Policy NR 1.2** Ensure attributes, functions, and amenities of the natural environment are protected.
- Policy NR 1.3** Use Best Available Science in the creation of ordinances and other development regulations and in making land use decisions to protect the functions and values of critical areas.
- Policy NR 1.4** Where a development proposal is to be located within the boundary of one or more critical area, require site-specific analyses.
- Policy NR 1.5** Ensure all development (including clearing and grading) that could potentially impact a critical area is reviewed under the Tenino Critical Areas Ordinance.
- Policy NR 1.6** Require mitigation sequencing in the development of mitigation plans.

## Goal NR 2: Land uses are compatible with topography, geology, underlying soils, surface water, ground water, frequently flooded areas, wetlands, and other geological or biological factors.

- Policy NR 2.1** Protect members of the public and community resources and facilities from injury, loss of life, or property damage due to landslides and steep slope failures, erosion, seismic events, volcanic eruptions, and flooding.
- Policy NR 2.2** Encourage the use of native plantings to help prevent erosion and other environmental impacts during and after construction.
- Policy NR 2.3** Identify and protect any fish and wildlife habitat areas with which endangered, threatened, or sensitive species have a primary association.
- Policy NR 2.4** Identify and consider the impact of new development activities on wildlife habitats containing species of local importance, naturally occurring ponds, waters of the state, and lakes, ponds, streams or rivers planted with game fish by a governmental agency or tribal entity.
- Policy NR 2.5** Adopt Thurston County's Shorelines Master Program goals and policies by reference, as part of this Comprehensive Plan and include subsequent amendments

**Commented [MP6]:** Taken from County-wide Planning Policies

## Goal NR 3: Tenino maintains a high quality of drinking water with minimal contaminants and limited need to treat the water.

- Policy NR 3.1** Continue to monitor the quality of the drinking water to understand if and when potential contamination occurs.
- Policy NR 3.2** Clarify the extent of the wellhead protection area and continue to review projects in accordance with wellhead protection standards.
- Policy NR 3.4** Incorporate flood plain considerations and flood damage protection measures in the location, design, and construction of new development including public facilities, utilities and other public improvements, where appropriate.

- Policy NR 3.5** Promote the preservation, restoration, and expansion of wetlands to aid in water filtration and recharge capabilities.
- Policy NR 3.6** Encourage the infiltration of water into the soil near where it falls to help replenish the aquifer.
- Policy NR 3.7** Continue to adopt and enforce standards and policies that limit unnecessary impervious surfaces, especially in critical aquifer recharge areas.

**Goal NR 4: Development in geologically hazardous areas is consistent with maintaining public health and safety.**

**Commented [MP7]:** Similar to CW Goals/Policies

- Policy NR 4.1** Identify potential geologically hazardous areas and require engineering, architectural or geo-technical investigations and certifications be made prior to approval of development permits or authorizations to proceed.
- Policy NR 4.2** Adopt standards governing excavation and grading.
- Policy NR 4.3** Consider soil instability, slopes, shrink/swell potential and other limitations for building and road construction in the processing of development applications.
- Policy NR 4.4** Adopt standards for the restoration and protection of critical areas impacted by excavation and surface disturbance.
- Policy NR 4.5** Adopt standards for relating lot area and density of development to the degree of slope and soil capability.
- Policy NR 4.6** Require revegetation and restoration of hillsides disturbed during development activities, consistent with the best available science.

**Goal NR 5: Public property, private property, and natural resources are protected from losses associated with flooding.**

- Policy NR 5.1** Minimize development within the Tenino floodplain and known high groundwater hazard areas.
- Policy NR 5.2** Preserve the size and function of natural water storage areas, including wetlands, along Scatter Creek especially upstream from the City’s wells.
- Policy NR 5.3** Maintain flood standards, including building, mechanical and other codes, that are consistent with most recent FEMA standards and utilize best available science for floodplain construction practices.
- Policy NR 5.4** Incorporate floodplain considerations and flood damage protection measures in the location, design, and construction of new development including public and infrastructure projects.
- Policy NR 5.5** Develop a comprehensive stormwater management plan to better understand how stormwater flows through the community.
- Policy NR 5.6** Consider adopting standards to assist in the review of stormwater treatment for construction projects.

### Goal NR 6: No net loss in the function and values of wetlands in Tenino.

- Policy NR 6.1** Make standards for wetland protection easy to understand and consistent with best available science.
- Policy NR 6.2** Where a wetland may be impacted, require developers/property owners to perform a wetland delineation and to mitigate wetland impacts that will occur as a result of the development proposal.
- Policy NR 6.3** Promote the clustering of homes away from wetlands.

### Goal NR 7: Protect and enhance critical resources and habitats.

- Policy NR 7.1** Use best available science in preserving and enhancing resources for anadromous fish and other local endangered, threatened or sensitive species.
- Policy NR 7.2** Monitor state and federal discussions regarding endangered, threatened, and protected species and habitats.
- Policy NR 7.3** Take proactive steps to protect species and prepare for limitations on development associated with their protection.
- Policy NR 7.4** Require a habitat assessment to evaluate potential impacts to endangered, threatened or priority species as a result of any future development in West Tenino.
- Policy NR 7.5** Prohibit habitat fragmentation wherever possible and practical, and encourage clustered development patterns.

### Goal NR 8: Significant open space in Tenino is preserved and will always be part of the City.

- Policy NR 8.1** Work with non-profits, governmental agencies and other interested parties to preserve natural lands within Tenino.
- Policy NR 8.2** Partner with adjacent land owners to best preserve natural lands around Tenino City Park.
- Policy NR 8.3** Strive to appropriately manage habitat and the growth of any invasive species within the park, given limited available City maintenance budgets.
- Policy NR 8.4** Improve connections between Tenino City Park and adjacent properties through better signage and trails.
- Policy NR 8.5** Improve and maintain the health of Scatter Creek. Consider using the Shoreline Master Program's restoration plan to identify potential habitat restoration projects.
- Policy NR 8.6** Strive to create a trail adjacent to the creek or riparian areas near the creek. Require the construction of the trail as part of future developments to create an amenity for residents.

### Goal NR 9: Tenino's scenic hillsides are protected.

- Policy NR 9.1** Encourage hillside developments to preserve trees.

**Policy NR 9.2** Consider developing standards for preserving treed skylines on Tenino’s hills.

## Chapter 3. Housing

In 2024, Tenino adopted a Housing Action Plan (HAP) with support from the Washington State Department of Commerce, under House Bill 1923 which was enacted to encourage cities which plan under the Growth Management Act (GMA) to complete specific actions that can increase housing options and support housing affordability.

The HAP was an optional early step to gather data and community input that saved the city time and effort in preparing the State-mandated major periodic update of the Tenino Comprehensive Plan.

Tenino has a mix of housing types that have been built throughout the history of the community. During the next 20 years, it is estimated that the number of housing units in Tenino increase by just under 50% (see Figure 3.1 below). To evaluate housing needs and goals over the 20-year planning period, the community conducted an inventory of existing housing conditions as part of the 2016-2036 Comprehensive Plan update; findings of the inventory are presented below, and additional information is provided in Appendix B, Housing Types.

Figure 3. Tenino Housing Forecast



Source: 2024 Thurston Regional Planning Council

The HAP provided a variety of community-led initiatives that encourage the provision of housing at process attainable to all residents, now and in the future. The Objectives listed below were developed through outreach efforts and the results of the housing needs assessment. The objectives drive the recommended actions and strategies. The strategies proposed in this plan aim to address six overall objectives for housing in Tenino based on primary housing needs and outreach. These objectives are:

- Increase the supply and variety of housing to serve identified housing needs.
- Reduce displacement of low-income residents resulting from redevelopment.
- Ensure opportunities for housing affordability are provided for residents at all income levels.
- Create opportunities for accessible housing for residents, especially low- and moderate-income households.
- Encourage development of a variety of housing types to create diversity in the community.
- Accommodate moderate-density options within urban growth areas and the city.

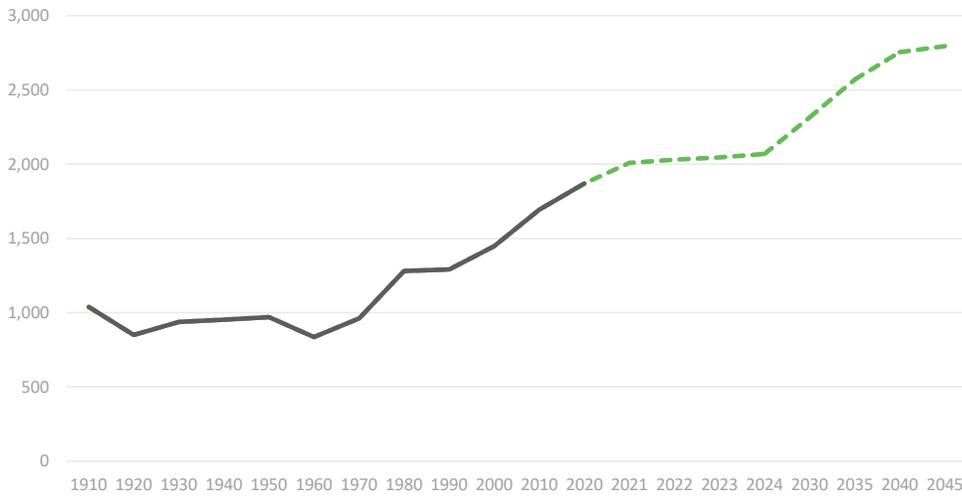
## Housing Needs Assessment

### Community Profile

The Community Profile discusses Tenino's current and future population and the age, race, and ethnicity of residents. It also discusses the size, income, and characteristics of the City's households, as well as households with specific needs and risks including cost-burdened households. These demographic and household characteristics provide background and context for the types of housing required to better serve all Tenino's current and future residents.

## Population and Demographics

Figure 4. Tenino Historic and Future Population (1910-2045)



Source: 2024 Thurston Regional Planning Council, Office of Financial Management (OFM)

### Tenino has a rapidly growing population.

The city's population is expected to increase by more than 25% by 2045 with an estimated population growth to around 2,790 residents. Population projections are based on additional housing units that have been or are projected to be permitted within the next 20 years.

### Occupancy

Table 3.1 outlines the tenure of housing units in Tenino at the 2010 Census. Table 3.2 identifies the occupancy status of dwellings based on the age of the householder. 68.6% of the occupied housing units in Tenino were owner-occupied. Rentals accounted for approximately one third of the occupied homes in Tenino and provided an important housing option for younger individuals and families. Rentals represented 57.1% of the housing units for individuals aged 15 to 25 and 38.6% of the units for individuals aged 25 to 34. Older householders tended to own their homes.

Table 3.1 Housing Tenure of Units in Tenino

Type of Housing	Total	Proportion
Occupied Housing Units	749	96.0%
Owner-occupied	491	62.9%
Renter-occupied	258	33.1%
Vacant Housing Unit	26	3.33%
<b>Total Housing Units</b>	<b>780</b>	

Source: American Community Survey, S2502, 2023

Age of Householder	Occupancy Status (Total)		Occupancy Status (Proportion of Age Group)	
	Owner	Renter	Owner	Renter
Under 35	91	80	53.2%	46.8%
35 to 44	137	35	79.7%	20.3%
45 to 54	103	49	67.8%	32.2%
55 to 64	77	58	57.0%	43.0%
65 to 74	55	19	74.3%	25.7%
75 to 84	25	3	89.3%	10.7%
85 and over	3	14	17.6%	82.4%
<b>Total</b>	<b>474</b>	<b>217</b>	<b>65.6%</b>	<b>34.45%</b>

Source: American Community Survey, S2502, 2023

## Family Type

Approximately 34% of the families in Tenino had children in the home (see Table 3.3 below), a rate significantly higher than Thurston County as a whole (27%). Nonfamily households – households composed of a single individual or a group of unrelated individuals – accounted for a lower proportion of households than the larger County. Nonfamily households are anticipated to grow in Tenino over the next 20 years, consistent with trends the County has seen since 1970.

	Tenino	Thurston County

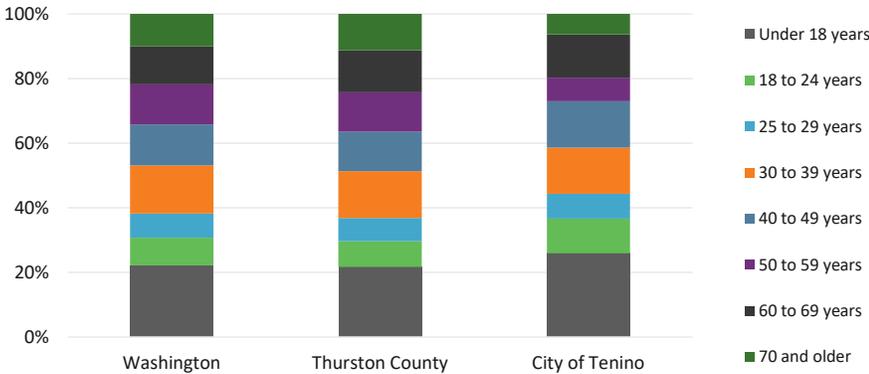
	All	Renter-occupied	Owner-occupied	All	Renter-occupied	Owner-occupied
<b>Total Households</b>	<b>749</b>	<b>34%</b>	<b>66%</b>	<b>117,172</b>	<b>32%</b>	<b>68%</b>
<b>Married-couple family</b>	<b>363</b>	<b>9%</b>	<b>91%</b>	<b>59,401</b>	<b>17%</b>	<b>83%</b>
W/Own Children under 18	153	7%	93%	22,373	21%	79%
No Own Children under 18	210	10%	90%	37,028	14%	86%
<b>Male or female householder, no spouse present</b>	<b>162</b>	<b>40%</b>	<b>60%</b>	<b>17,218</b>	<b>42%</b>	<b>58%</b>
W/Own Children under 18	101	44%	56%	8,962	54%	46%
No Own Children under 18	51	39%	61%	8,256	28%	72%
<b>Nonfamily</b>	<b>234</b>	<b>69%</b>	<b>31%</b>	<b>40,553</b>	<b>51%</b>	<b>49%</b>

Source: American Community Survey, B25115, 2023

**The city’s population skews younger than the countywide average.**

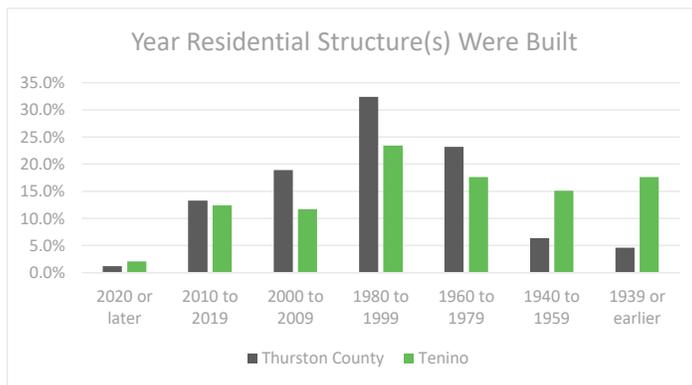
The population of Tenino is slightly younger than Thurston County or Statewide demographics. Just under 45% of the population is below 29 years of age. Tenino also has a smaller percentage of individuals 50 years or older, with 27% of the population compared to the County and State, at 36% and 34% respectively. Reflected in Figure 2, the city sees a higher number of families looking for a tight-knit community with close recreational opportunities.

Figure 2. Regional Comparison of Children in Households by Age-range (2021)



## Housing Age And Quality

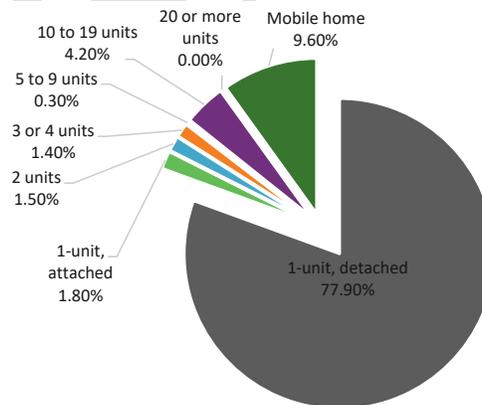
Table 3.4 lists the year of home construction for dwellings in Tenino. According to the Thurston County Assessor, nearly 33% of the homes in Tenino (with known or estimated construction dates) were built before 1960. The majority of these homes are located near the historic downtown in the Hodgden’s Addition and Snyder and Stevens Addition plats (see Map HS-1 and Table 3.4). Acknowledging the age of many of the structures in the community, the City of Tenino considers home restoration a key priority.



Source: American Community Survey, S2504, 2023

### The housing stock is comprised primarily of single-family detached homes.

Tenino’s housing stock is comprised primarily of single-family homes, as shown in Figure 1, making up more than 78% of the total stock. A majority of the remaining 22% are mobile homes and apartment buildings with 10 or more units along with a smaller share of duplexes, triplexes, and quadplexes. This housing mix reflects the growth of the single-individual and family-oriented population and its demand on the housing market.



### Much of the housing stock in Tenino is more than 50 years old.

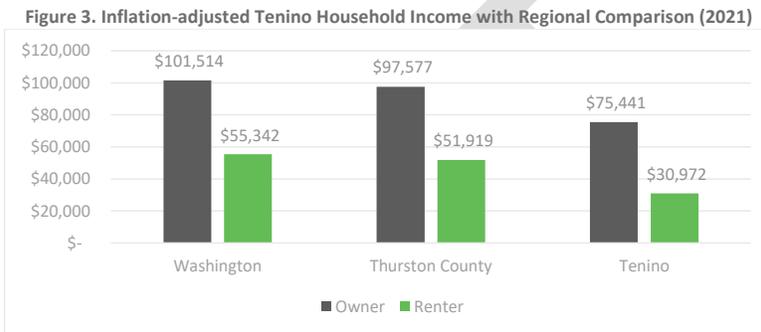
The housing in Tenino is largely considered historic (more than 50 years old) with a mix of more recently constructed homes, as explained in the HNA. Just under 63% of the buildings in Tenino were built more than 50 years ago. While older buildings may contain lead paint and present ongoing maintenance problems, they can also provide a source of naturally occurring affordable housing units.

The city's housing stock has not developed in the same capacity as compared to the region, this is likely because Tenino has a preference to keep and revitalize historic structures rather than redevelop.

## Housing Affordability

**The Median Household Income (MHI) in Tenino is \$55,202.**

In Tenino, the Median Household Income (MHI) has not kept pace with the region, rising only 20% between 2010 and 2021, to \$55,202, when adjusted for inflation. While this is smaller than regionally, the MHI in Tenino fluctuates greatly with any variance in households.



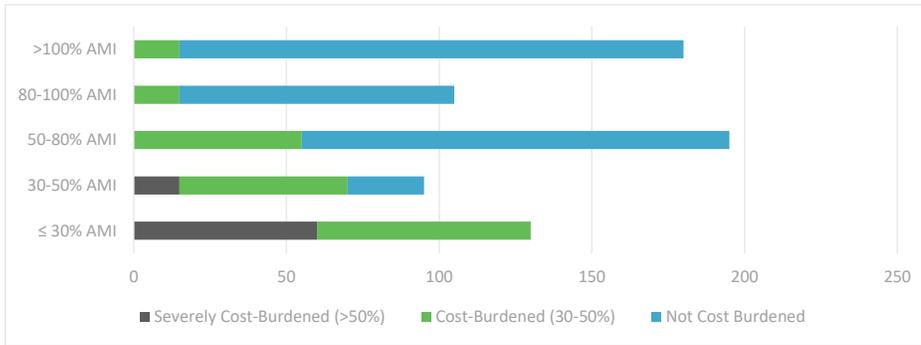
Source: City of Tenino Housing Needs Assessment (2023)

Analysis of the housing prices, values, and supply indicate that Tenino's residents face an issue of housing availability and affordability.

**Over 10% of Tenino's Households spend more than 30% of their income on housing.**

Figure 4 shows that Tenino's most cost-burdened households are also those earning the lowest incomes. The majority of households earning less than 30% AMI are also severely cost-burdened. Overall, nearly 11% of Tenino's households are severely cost-burdened. Those residents fall in the lower end of the income spectrum, and they are typically renters, rather than homeowners. Cost-burdened residents can face difficult choices between prioritizing whether money is spent on housing and other household needs, or on food, clothing, transportation, and medical care, in addition to housing instability.

Figure 4. Cost Burdened Households in Tenino (2019)

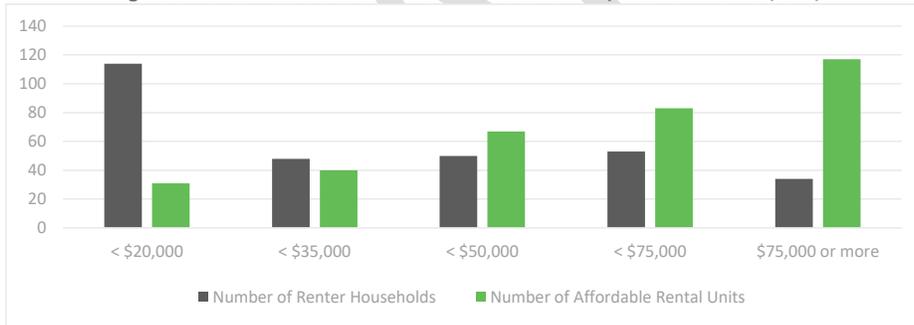


Source: HUD Comprehensive Housing Affordability Strategy (CHAS)

## Future Housing Needs by Income

The housing market is typically thought of as two pieces: the rental market and the sales market. While there is overlap in household income levels between these two markets, affordable rental units and lower prices are always in demand.

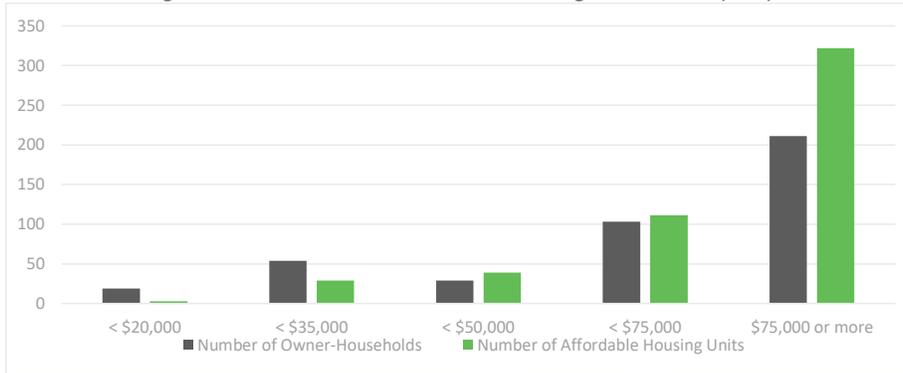
Figure 5. Renter Households and Affordable Rental Units by Income in Tenino (2021)



Source: City of Tenino Housing Needs Assessment (2023)

This same idea is reflected in the data in Figure 5 and Figure 6, where households making less than \$50,000 in annual income have a higher burden of cost due to lack of available affordable housing choices. The data shown below can help to better clarify where the City's housing supply needs a boost. In this case, the gap between number of renters and number of affordable units would benefit from an increased supply of lower priced units. This may take the form of subsidized housing or rental assistance programs.

Figure 6. Owner Households and Affordable Housing Units in Tenino (2021)



Source: City of Tenino Housing Needs Assessment (2023)

Table 1 below shows a projection of the number of housing units required by income if the percentage of housing units per income were consistent through 2030, 2040, and 2045. With the information gleaned from Figures 6 and 7, it can be ascertained that the households making under \$50,000 annually, or under 48% of the Area Median Income, are in need of additional available units and that the percentage of housing units available to extremely low-, very low-, and low-income households should be increased.

Table 1. Estimated Housing Units Required in Tenino by Income (2030 - 2045)

		2021	2030	2040	2045
% of Area Median Income	Total Housing Units	772	1,001	1,082	1,091
	Occupied Housing Units	725	953	1,029	1,038
Less than 19%	Less than \$20,000	18.3%	174	188	190
19% to 34%	\$20,000 to \$34,999	14.1%	134	145	146
34% to 48%	\$35,000 to \$49,999	10.9%	104	112	113
48% to 72%	\$50,000 to \$74,999	21.5%	205	221	223
72% or more	\$75,000 or more	33.8%	322	348	351
0%	Zero or negative income	1.4%	13	14	15

Source: 2021 American Community Survey 5-Year Estimates Table S2503, Thurston Regional Planning Council

## Goals, Policies, And Actions.

### Goal HS 1: Encourage a variety of housing types, densities, and a range of affordable housing

Commented [MP8]: Taken from HNA, Same as Goal HS 1

**Policy HS 1.1** Ensure that an adequate supply of land is zoned for a variety of housing types and budgets by periodically inventorying existing conditions and reviewing and amending the Comprehensive Plan and zoning code.

- Action:** Allow accessory dwelling units (ADUs) in all residential zones.
- Action:** Allow more housing types in commercial zones.
- Action:** Strategically allow live/work units in nonresidential zones.
- Action:** Allow single-room occupancy (SRO) housing in all multifamily zones.
- Action:** Mix market rate and low-income housing to avoid creating areas of concentrated low-income housing.
- Action:** Increase the types of housing allowed in low-density residential zones (duplexes, triplexes, small houses on small lots.).

**Policy HS 1.2** Encourage new larger residential developments to include a mix of housing types.

**Policy HS 1.3** Ensure that zoning requirements do not hinder new developments intended for elderly residents or individuals subject to the Fair Housing Act.

**Action:** Monitor state laws regarding housing and ensure these laws are addressed in local regulations.

**Action:** As part of comprehensive plan and development code changes, include an evaluation of the impact such changes will have on housing affordability, especially for low-income households.

**Policy HS 1.4** Cooperate with public and private housing agencies to promote a fair and equitable distribution of housing for all income groups throughout the region.

**Commented [MP9]:** Changed from Policy to Action Policy HS 1.4

## Goal HS 2: The structural and aesthetic integrity of the existing housing stock is preserved and enhanced.

**Policy HS 2.1** Actively review building permits for home remodels and enforce life- safety requirements of the City's regulations.

**Action:** Coordinate with the Thurston County Housing Authority and other agencies for funding and administration of home rehabilitation and construction.

**Policy HS 2.2** Participate in federal, state, and regional rehabilitation programs and actively pursue Community Development Block Grant (CDBG) monies and other funding sources to rehabilitate the existing housing stock.

**Policy HS 2.3** Maintain information about and connections to housing agencies and services to assist property owners and renters in the rehabilitation of the existing housing stock.

**Policy HS 2.4** Promote adequate maintenance of the existing housing stock as a means of preserving more affordable housing options for individuals and families.

## Goal HS 3: Utilize outside funding or assistance resources to pursue housing goals.

**Policy HS 3.1** Partner with low-income housing developers (such as Habitat for Humanity, HomesFirst) to expand homeownership opportunities.

**Action:** Identify and develop partnerships with organizations that provide or support low-income, workforce, and senior housing as well as other populations with unique housing needs.

**Action:** Use Community Development Block Grant (CDBG), Section 108 loans and other federal resources for affordable housing.

**Policy HS 3.2** Encourage local community groups, churches, and businesses to provide voluntary assistance with maintaining existing structures for the elderly, low-income, and those with special needs.

**Policy HS 3.3** Encourage the Housing Authority of Thurston County to take greater advantage of State and Federal housing grants and tax incentives.

#### Goal HS 4: Housing is available for households at all income levels.

**Policy HS 4.1** Add more permanent Supportive Housing

**Action:** Define income-restricted housing as a different use from other forms of housing in the zoning code.

**Action:** Monitor the need for special housing and increase opportunities for such housing.

**Policy HS 4.2** Explore barriers and policies that can increase access to housing for formally incarcerated individuals.

**Policy HS 4.3** Encourage public, private, and non-profit associations and joint public-private partnerships to build low- to moderate- income housing.

**Policy HS 4.4** Evaluate local development standards and regulations for their effects on housing costs, and modify development regulations that unnecessarily add to the price of homes.

**Action:** Offer density bonuses for low-income housing.

**Action:** Offer developers density and/or height incentives for desired unit types.

**Action:** Review fees/regulations to identify housing cost reductions.

**Policy HS 4.5** Facilitate home ownership by low- and moderate-income families through federal, state and local programs.

**Action:** Discuss lower hook-up fees and other incentives for low-income affordable housing.

**Action:** Conduct education and outreach around city programs that support affordable housing.

**Policy HS 4.6** Indirect costs associated with living in Tenino are minimized.

**Action:** Promote alternative means of transportation to help reduce the number of cost-burdened households in Tenino.

**Action:** Find ways to reduce sewer rates whenever possible without jeopardizing the maintenance and operation of the wastewater treatment system.

## Goal HS 5: Increase accessibility throughout urban and transit corridors

- Policy HS 5.1** Reduce parking requirements for residential uses, including for multifamily developments near frequent transit routes.
- Policy HS 5.2** Lower transportation impact fees for multifamily developments near frequent transit service routes.
- Policy HS 5.3** Develop partnership with InterCity Transit to expand bus routes to additional areas of the city.
- Policy HS 5.4** Expand the multifamily tax exemption to make it available in all transit corridors.

DRAFT

# Chapter 4. Transportation

In order to maintain and improve circulation, safety, and mobility for residents and businesses, the City of Tenino anticipates conducting several transportation improvements over the next 20 years. This chapter analyzes travel by personal automobiles, pedestrians, bicycles, buses, freight, and other vehicles as a means to help identify these necessary mobility enhancements.

## Community Streets

The City of Tenino's street system includes a variety of local, collector and arterial streets that are essential in maintaining an effective multimodal transportation system. Significant streets that traverse the community include State Route 507, Old Highway 99, Park Avenue, and Lincoln Avenue.

### State Routes

Washington State Route 507 (also known as SR 507 or Sussex/Wichman Avenue) accommodates the majority of automobile traffic that travels through the community. SR 507 sees significant regional and freight traffic in addition to local travel. The highway, which is maintained by the Washington State Department of Transportation (WSDOT), is physically in good condition. However, the highway would benefit from enhancements that increase safety for motorists and pedestrians. Enhancements would improve the function and aesthetics of the corridor to better support economic development, particularly as it travels through downtown.

Over the last few years, the city has conducted a study to identify methods to improve vehicular and pedestrian mobility and safety on SR 507 while enhancing the aesthetics and vibrancy of downtown Tenino. The project deliverables included the Downtown Plan (see Chapter 1 of this Plan), design standards, a street tree plan, and a preliminary layout plan and cost estimates for improvements to SR 507. The preliminary design and cost estimates have been included as Appendix D.

Potential downtown improvements include re-grading Highway 507 as it travels through downtown to accommodate wider sidewalks, street trees, and ADA accessible ramps; installing a gateway feature at the Ritter Street triangle; and constructing a roundabout at the Old Highway 99/SR 507 intersection. These improvements are projected to cost around \$7.4 million (in 2025 dollars (31.5% Inflation Rate) and will need to be funded by the City of Tenino in partnership with other agencies such as Thurston Regional Planning Council (TRPC), the Transportation Improvement Board (TIB), Washington State Department of Transportation (WSDOT), Washington State Department of Ecology, and the Federal Highway Administration. Although not included in the preliminary layout plan and cost estimates produced with the Main Street 507 effort, improvements at the Old Highway 99 and Wichman/McDuff intersections may also be necessary over the next 20 years in order to improve safety for pedestrians and motorists.

### Local Roads

Tenino operates and maintains all other public roadways in the community. Garfield, Lincoln, Central, and Park are the major east/west routes for local traffic; other roads including Old Highway 99 and Wichman Avenue are the primary north/south routes in the community. East/west routes are generally in good condition, and several

north/south routes have been repaired recently. Due to the limited transportation funding available and the sheer number of roadways in the City, several roadways still require repair and improvement.

## Bridges

The City of Tenino owns and maintains three bridges. These bridges, which cross Scatter Creek, are located on Old Highway 99 west of downtown Tenino, Morningside Drive, and McDuff Road. Each bridge has a sufficiency rating. Bridge sufficiency is a method to rate a bridge's fitness for the duty it performs. The rating is a percentage in which 100% represents an entirely sufficient bridge and 0% represents an entirely deficient bridge. A low sufficiency rating may be due to structural defects, narrow lanes, low vertical clearance, etc.

### Old Highway 99

The Old Highway 99 bridge west of downtown Tenino is Tenino's oldest bridge and has the lowest sufficiency rating of any of the community's structures (60.38%) due primarily to its narrow width. The bridge was constructed of concrete in 1923 as part of the early development of the Washington Highway System and has a curb-to-curb width of 24 feet. The bridge is 66 feet long and 27 feet wide.

### Morningside Drive

The bridge at Morningside Drive, built in 1995, is in good condition but has a low to moderate sufficiency rating of 74.18% due to its constricted width. This rating will likely decrease as development occurs on the west side of Tenino. The bridge allows one lane of traffic and sees low traffic volumes at present; additional traffic as Lemon Hill develops is likely. These anticipated volumes, in conjunction with the existing width of the bridge and the reduction in travel speeds necessary for the bridge approach, will reduce the suitability of the structure. The bridge is 36 feet long and 16 feet wide and made from precast concrete panels.

### McDuff Road

The McDuff Road Bridge has the highest sufficiency rating of Tenino's bridges at 99.4%. The facility, built in 1987, is constructed of precast concrete panels and is 62 feet long. The bridge is 37 feet wide and has a curb-to-curb width of 34 feet.

## Railroads

BNSF Railway's mainline travels in a north-south direction near the western edge of Tenino between Lemon Hill and the historic city center. A high-speed two-track route, the line is heavily used for both freight and passengers with more than 48 trains passing through Tenino daily. According to WSDOT, rail traffic is projected to increase on the line over the next 20 years. Trains do not currently stop within the community.

Industrial, residential, and commercial uses are all located near and/or adjacent to the rail corridor. The June 2016 derailment of an oil train in Mosier, Oregon has highlighted the importance of maintaining safe railway corridors; given the proximity of development adjacent to the rail corridor, a derailment would have serious negative impacts on Tenino.

The main vehicle crossing is an underpass on SR 507 that is approximately 35 feet wide with a 14' 3" vertical clearance. A second underpass also exists on Morningside Drive, though the crossing serves only one lane of traffic at this time. No other vehicle crossings exist in the community. While current crossings are adequate for existing traffic levels, development west of the tracks could strain the capacity of these crossings.

## Pedestrian Travel And Amenities

The City of Tenino contains a variety of amenities for pedestrians and bicyclists. These amenities, along with the flat geography of the community, make Tenino ideal to explore by foot or bike.

### Existing Sidewalks

Tenino contains a relatively well-developed sidewalk network that connects residential neighborhoods near the downtown to businesses on Sussex, the City Park, and nearby schools. The City's sidewalks vary significantly in condition with some in excellent condition and others considerably degraded. Sufficient curb ramps exist in several locations within the sidewalk network.

However, inadequate ramps, which limit the ability of elderly or handicapped pedestrians to navigate are present on some of the routes, particularly Lincoln Avenue.

Priorities for sidewalk improvements are shown on Map TS-5. Tenino will identify and prioritize projects to improve degraded facilities, concentrating on areas where sidewalk connections can be made. The city will also seek to construct sidewalks in existing commercial areas and along key school/pedestrian routes. The city will also work to ensure that new sidewalk facilities as included part of new development.

### Shared Streets

Although sidewalks represent an important element in a multimodal transportation system, a sidewalk is not always necessary to meet the needs of nonmotorized transportation. The city contains several roads where residents walk in the roadway. The community believes that sharing roadways is an efficient use of resources, especially considering new sidewalk construction is not possible on every street within existing residential neighborhoods. The City will continue to encourage drivers and pedestrians to share certain roadways and will work to address any safety issues. To address speeding and safety concerns on shared roadways, the city will explore using features such as speedbumps, chicanes, and other traffic-calming solutions. When comparing overall project costs, these minor improvements will be more cost-effective than installing a complete sidewalk.

### Yelm-Tenino Trail

A significant local and regional amenity for pedestrians and bicyclists as well as other forms of non-motorized transportation, the Yelm-Tenino Trail complements the City's existing sidewalk system. The trail covers 14.5 miles from Yelm to Tenino and connects to nearby Creekside Conservancy land. The Chehalis-Western Trail, a significant north-south trail located approximately 8.5 miles east of the community, offers connectivity for those coming to or from Lacey, Olympia, and Tumwater. The Yelm-Tenino Trail sits on the bed of the historic Northern Pacific Prairie Line and travels through south Tenino adjacent to City Park.

The City anticipates improving connectivity of the Yelm-Tenino Trail to the Creekside Conservancy properties and emphasizing Tenino's proximity to the existing natural trails and features. Additionally, Tenino anticipates increasing access to the trail (a County-owned and -maintained facility) from surrounding neighborhoods by establishing new trailheads in conjunction with walking paths, shared streets, sidewalks and bicycle lanes. Some of the envisioned Yelm-Tenino Trail connections are shown in Map TS-5.

### Existing Pedestrian Amenities in Downtown

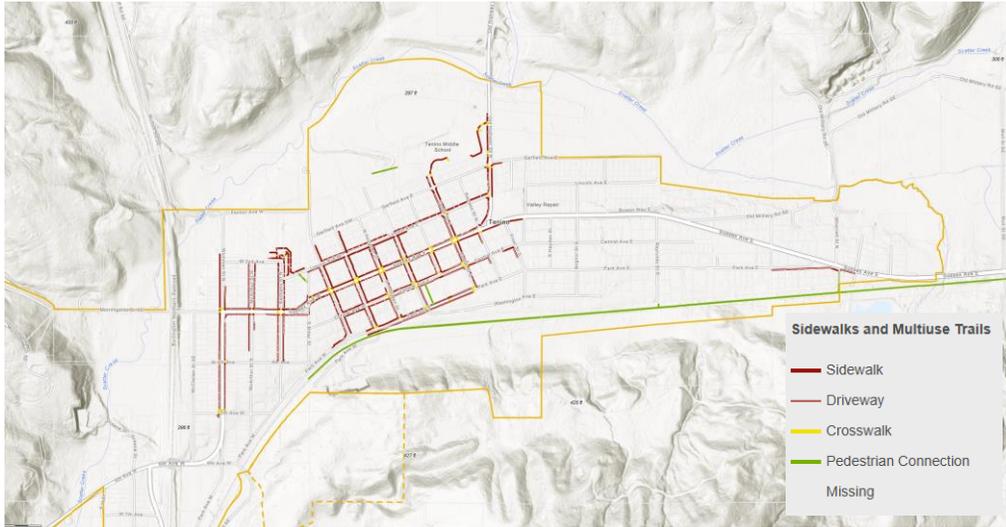
The Yelm-Tenino Trail, the City's network of sidewalks, and the Tenino's flat topography make the community a great place to travel by foot. Emphasizing these strengths will aid downtown Tenino in its continued

development as the City’s economic and social heart and soul. Though it does not fully function in this manner at present, the downtown area features historic buildings designed in a time when travel by foot was common. The existing sidewalk system, parking arrangement, and speed of traffic on Sussex Avenue/SR 507 do not contribute to a welcoming experience for visitors. Existing crosswalks, which are unsignalized and dependent on stopping motorists and/or gaps in traffic on State Route 507, further diminish the pedestrian possibilities for the area. To address the issues highlighted above, the City of Tenino should pursue the following projects outlined in Table 2:

**Table 2. Needed Pedestrian Improvements in Tenino**

<b>Deficiency</b>	<b>Recommended/Action/Improvement</b>
<b>Sidewalk System</b>	
Few sidewalks in existing neighborhoods east and west of downtown Tenino	Enhance connections/create gateways to the Yelm-Tenino Trail for neighborhoods without sidewalks
Severely degraded sidewalks in certain areas	Prioritize sidewalk improvements in areas most likely to experience pedestrian travel
Pedestrian amenities in the west portion of Tenino	Require new sidewalks, trails and bike paths as part of future development
Increase pedestrian safety and visibility	Flashing lights at crosswalks across high traffic roads
<b>Trail System</b>	
Neighborhoods without sidewalks, but close to the Yelm-Tenino trail	Enhance connections/create gateways to the trail
<b>Downtown</b>	
Inadequate sidewalks/pedestrian space along Sussex	Determine the feasibility of expanding the width of the sidewalk on Sussex and pursue grants to construct the improvements.
Unclear link between downtown and park, and limited spaces for pedestrians in downtown	Continue to improve Olympia Street as a downtown outdoor marketplace and pedestrian gateway between the park, regional trails and downtown.
Inadequate crosswalks along Sussex	Determine the feasibility of enhancing crosswalks downtown and at the Old Highway 99 and Sussex intersection.

Figure 5. Tenino Sidewalks and Multiuse Trails



Source: Thurston Regional Planning Council, Tenino Sidewalks and Multiuse Trail Map

## Transit Service, Alternative Travel Modes, And Transportation Demand Management

Many residents in the City of Tenino commute to other communities for work. According to data collected by TRPC between 2011 and 2013, approximately 84% of survey respondents worked outside of the community with many traveling in their own vehicles north to Olympia or Tacoma. While these commutes do not significantly impact the roadways in Tenino itself, they do affect the road networks of other jurisdictions – especially facilities such as Old Highway 99 and SR 507. Commuting also contributes to the number of residents that are cost burdened.

To help reduce the need for new road construction in Tenino and the region as well as reduce the commuting costs for area residents, the City of Tenino will seek to enhance transportation demand management by increasing opportunities to utilize transit service, vanpools, carpools and teleworking in the community.

### Transit Service

The City of Tenino is currently served by the Rural & Tribal Transit Program (RT), a program operated by Thurston Regional Planning Council and partners such as Together!. RT runs two routes (shown on Map TS-1) through Tenino and offers connections to Centralia and Tumwater. However, the service is currently underutilized by Tenino and area residents.

### Vanpools

Vanpools may be available to residents for commute trips. Vanpools allows residents with similar origins and destinations to share a ride in a van provided by Intercity Transit or another transit agency. Intercity Transit has approximately 150 vanpool groups with origins and destinations throughout the Thurston County area. Vanpool

trips must either begin or end within the transit system’s Public Transportation Benefit Area. Vans travel an average of 73 miles per day (round-trip) with an average individual vanpool fare of approximately \$65 per month. Considered a premium service, vanpool riders pay most of the operating costs. No vanpools are currently known to operate in Tenino.

### Carpools

Residents also carpool to destinations outside of the community. According to data collected by TRPC between 2001 and 2013, between 6% and 8% of commute trips by Tenino residents occurred by carpool. Carpools tend to be informal in nature, though some websites link people with similar origins and destinations. Carpooling can be encouraged by providing links to rideshare websites, creating a carpool board, or creating a carpool lot.

### Telework

Working from home or an alternate location closer to home is also an option for residents in Tenino. According to the data from TRPC, few individuals telework at this time.

## System Characteristics

Preparation of this plan has included consultation of Thurston County, Thurston Regional Planning Council and the State of Washington to ensure that policies are consistent across the jurisdictions.

### Road Types

The functional classification of roadways in the Tenino city limits are presented in Map TS-1 and Table 4.1. With the exception of SR 507, maintenance and improvements to most roadways within city limits are the responsibility of the City of Tenino. As public streets and the properties they serve are annexed into the city limits from the unincorporated Urban Growth Area, the City will accept the additional responsibilities associated with the maintenance and improvement of the new roads. Currently, there are no roads in the Urban Growth Area. Thurston County owns and maintains the majority of the roads outside of the city limits.

### Truck Routes

Two locally maintained streets serve as key truck routes in Thurston County. Old Highway 99 from SR 507 to the west city limits carries truck traffic from SR 507 to the Interstate. Wichman north of SR 507 allows trucks to connect to State Route 121. Oversized truck traffic is limited from travelling north on Old Highway 99 as a result of the low clearance trestle located three miles north of Tenino near Offut Lake Road.

Table 3. Street Types

Street	Length (Miles)	Maintenance Responsibility	Improvement Responsibility
<b>Minor Arterial</b>			
SR 507 (Old Highway 99 to East city limits)	2.03	WSDOT	City/WSDOT
Old Highway 99 (West city limits to SR 507)	1.62	City	City
<b>Major Collector</b>			
Wichman (North City Limits to SR 507)	0.29	City	City
Old Highway 99 (North City Limits to SR 507)	0.30	City	City
Park Avenue (6 <sup>th</sup> Street to SR 507)	1.39	City	City
6 <sup>th</sup> Street (SR 507 to Park Avenue)	0.07	City	City
SR 507/Bucoda Highway (Old Highway 99 to South city limits)	0.37	WSDOT	City/WSDOT

Garfield (Old Highway 99 to Howard)	0.41	City	City
Howard (Garfield to SR 507/Sussex)	0.12	City	City
<b>Local Access</b>			
All Other Public Streets	10.1	City	City

Source: Washington State Department of Transportation Functional Classification Map and Thurston Regional Planning Council.

## Level of Service Standards

The City utilizes Link (A-F) level of service standards to identify the quality of service provided at peak hours for roadway segments on all arterials and major collectors within the City. Level of service, or LOS, is a calculation of how much traffic a road can carry compared to how much traffic it actually carries or is projected to carry. This is referred to as the “V/C ratio” or “volume-to-capacity ratio.” The closer the V/C ratio gets to 1 – that is, the closer volumes get to 100% of the designed carrying capacity – the more congestion a driver is likely to experience during peak travel times. While time periods evaluated can vary from one hour to several hours, the adopted standard in the Thurston region is the two-hour peak period in late afternoon, typically from 4:00 to 6:00. Table 4.2 identifies the different levels of service and how they relate to driver comfort and traffic delays.

Level of Service (LOS)	V/C Ratio	Description
A	0.00-0.60	Highest driver comfort; free-flowing
B	0.60-0.70	High degree of driver comfort; little delay
C	0.70-0.80	Acceptable level of driver comfort; some delay
D	0.80-0.90	Some driver frustration; moderate delay
E	0.90-1.00	High level of driver frustration; high levels of delay
F	1.00+	Highest level of driver frustration; excessive delays

The City of Tenino has adopted Level of Service D for its arterials and major collectors. This standard is consistent with the regional standards adopted by Thurston Regional Planning Council and is used in the 2040 Regional Transportation Plan. This level of service is characterized by rush hour delays that cause decreases in speed and congestion at key intersections, although traffic typically continues to move.

## Traffic Forecast

Maps TS-2 and TS-3 illustrate the existing (2015) and forecasted (2040) LOS for the City’s arterials and most of its major collectors. This information was derived from Thurston Regional Planning Council’s 2040 Regional Transportation Demand Model and reflects projected traffic volumes during the evening commute. Projections of future traffic volumes are based on regionally-adopted population and employment forecasts distributed according to locally-adopted land use plans. In 2015, the City’s arterials and major collectors had an LOS of A, meaning traffic is generally free-flowing. Traffic is expected to significantly increase between 2015 and 2040, but the majority of the City’s main roads will continue to have an LOS of A; only one arterial/collector segment is expected to fall below the City’s established level of service.

Although the LOS for these arterial and collector roads is not likely to shift over the next 25 years, Park Avenue will likely see an increase in through-traffic as SR 507 and Old Highway 99 become more congested. This is

concerning for a number of reasons. Even though Park Avenue is classified as a major collector road, it is not designed to accommodate heavy traffic associated with an arterial road; significant improvements are necessary to keep the road in good working order and accommodate higher traffic volumes. The City would also like to improve pedestrian connections between the historic downtown, Tenino City Park, and the Yelm Tenino Trail. Increased traffic on Park Avenue bisects the downtown and Parkside Elementary from these other amenities and may pose a safety hazard to students and people who walk and bike.

Figure 6: Artist Rendering of Old Highway 99/Sussex Intersection



Source: KPG, Inc.

Figure 7: Artist Rendering of Downtown Tenino Improvements



Source: KPG, Inc.

## System Deficiencies and Potential Projects

### Underperforming Intersections

Over the planning period, the City of Tenino will work to improve the Old Highway 99 intersection with Sussex Avenue, and the intersection of Sussex Avenue and TS-4 Tenino Comprehensive Plan 2016-2036 Wichman Avenue (especially if additional development occurs west of the intersection). The Main Street 507 project considered a number of goals for the intersection improvements and the downtown corridor, including improving safety, beauty, walkability, and traffic flow. Based on this effort, the City believes that the best option to balance these goals is through the construction of roundabouts at these key intersections (see Figure 4.1 and Map TS-4).

The traffic forecast also suggest that the intersection of Old Highway 99 and SR 507 west of downtown Tenino may need to be improved. Additional intersection enhancements may be necessary on Old Highway 99 as West Tenino develops. The Crowder intersection with Park Avenue may also need to be improved if significant development occurs south of the community.

### Street Connectivity

Tenino has a well-established street grid with excellent connectivity, essential in gracefully accommodating new development. As the City continues to develop, Tenino will strive to achieve similar levels of street connectivity to aid in distributing local traffic through new developments and limit traffic funneling to distinct points. New residential and commercial development should include highly connected street networks that connect with nearby local and through streets and/or roadways in adjacent developments. Continued development of the road network should generally avoid the use of cul-de-sacs and loop roads.

## Road Maintenance

The City will work to find ways to fund ongoing maintenance of existing street facilities; this maintenance has proven to be a struggle for the community. Over the next 20 years the community will work to find methods to extend minimal paving dollars. Potential options include closing existing low-volume roads or minimizing road widths (and the associated paving requirements) on streets with minimal traffic.

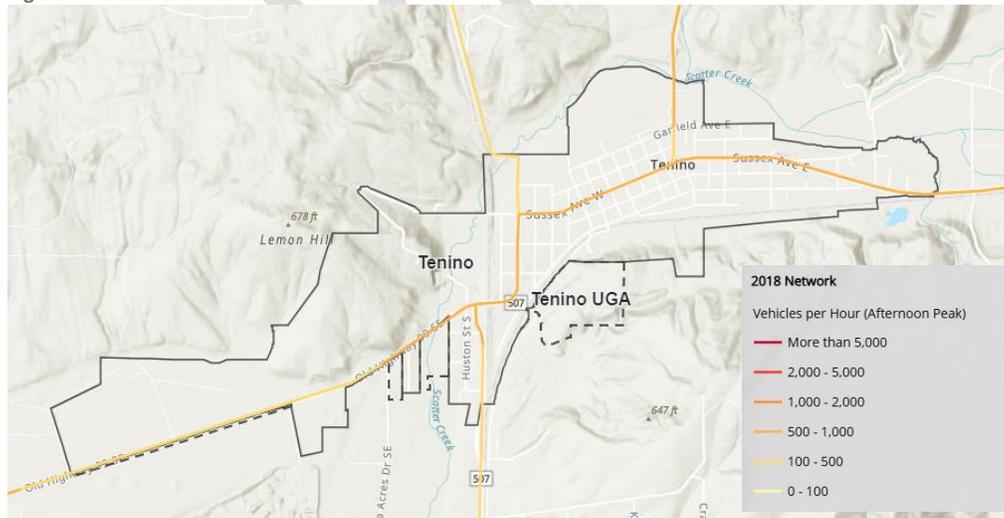
## Downtown Streetscape

Improvements to the Sussex Avenue streetscape through downtown Tenino are desirable and needed. At present, the road is primarily oriented toward automobile travel with few desirable pedestrian or aesthetic amenities that support economic vitality of the downtown business district. Over the planning period, the community will work with WSDOT and other transportation partners to implement the improvements included in the Downtown Plan and recommended as part of the Main Street 507 project (see Figure 4.2 and Map TS-4) to improve the aesthetics of the street and make the downtown more amenable to pedestrians. Federal, State, and other transportation funding options will be pursued by the City to help pay for these improvements.

## Traffic Congestion

To address changes in traffic on city streets, the City should consider lowering the speed limit on Park Avenue so that SR 507 through-traffic does not divert from the highway in an effort to bypass congestion in the downtown corridor. Installation of traffic-calming devices may also be appropriate. The City will also need to address congestion on SR 507, particularly at the Wichman/Sussex and Old Highway 99/Sussex intersections. Improvements at the intersection of Old Highway 99 and SR 507 west of downtown Tenino should also be considered. Options that encourage use of Park Avenue as a high-capacity bypass route, such as widening the road or adding additional travel lanes, should be considered only as a solution of last resort.

Figure 8: 2018 Baseline Travel Demand Model



Source: Thurston Regional Planning Council, Travel Demand Model

Figure 9: 2045 Funded Projects Travel Demand Model



Source: Thurston Regional Planning Council, Travel Demand Model

Figure 10: 2045 Regional Projects



Source: Thurston Regional Planning Council, Travel Demand Model

Figures 8 through 10, above show the estimated traffic volumes for 2045, starting with a baseline view of the actual traffic volumes in 2018 in Figure 6. Figure 7 estimates traffic volumes in the year 2045 if no improvements are made beyond currently funded project, while Figure 8 estimates traffic volumes in the year 2045 if all regionally significant transportation projects are constructed. Figures 7 and 8 show a significant increase in

traffic volumes regardless of if regionally significant transportation projects are constructed, especially along the major thoroughfares into and through the City, including Old Highway 99 SE, Sussex Avenue, Wichman St S, and SR 507.

The 2018 traffic network data indicates that approximately 510 vehicles per hour traveled along Old Highway 99 SE during the afternoon peak period, approaching Tenino from Tumwater. By 2045, traffic modeling projects that this volume will rise to approximately 800 vehicles per hour—a 57% increase—even accounting for all currently planned regionally significant transportation projects. This projected growth underscores the need for additional strategies to ensure that the corridor can support increased demand without a decline in the level of service (LOS).

To maintain or improve LOS along this corridor, a range of capacity-enhancing and demand-management strategies should be considered:

### **Roadway Capacity Improvements**

#### **Widening Old Highway 99 SE**

Consider targeted widening of the corridor, such as adding a center turn lane or passing lanes at strategic locations, to reduce bottlenecks and improve flow.

#### **Intersection Improvements**

Upgrade key intersections (e.g., Old Highway 99 SE and SR 507) with additional turn lanes, improved signal timing, or roundabouts to reduce delays and increase throughput.

#### **Shoulder Enhancements**

Improve or pave shoulders to allow for safe vehicle recovery and potential use by bicycles or breakdowns, reducing disruptions.

### **Traffic Operations Optimization**

#### **Signal Coordination and Adaptive Traffic Signals**

If signalized intersections exist or are added, implementing adaptive signal control technology can optimize traffic flow during peak periods.

#### **Access Management**

Limit the number of driveways or direct access points along the corridor to reduce friction and conflict points, which can degrade traffic flow.

#### **Incident Management Protocols**

Improve coordination for clearing roadway incidents to minimize congestion and improve reliability.

### **Multimodal Improvements**

#### **Transit Enhancements**

Encourage the use of public transportation by improving service frequency, reliability, and stop amenities along the corridor. Consider park-and-ride facilities near Tenino to intercept commuters.

#### **Bicycle and Pedestrian Infrastructure**

Construct or improve sidewalks, bike lanes, and crosswalks to support safe non-motorized travel, potentially reducing vehicular trips.

## Travel Demand Management

### **Carpool and Vanpool Programs**

Promote ride-sharing for commuters between Tumwater and Tenino through incentives or regional programs.

### **Land Use Coordination**

Work with regional planning agencies to encourage compact, mixed-use development in Tenino that reduces reliance on long vehicle trips.

## Long-Term Planning and Monitoring

### **Corridor Study and Master Plan**

Conduct a detailed corridor study to evaluate future land use and transportation needs comprehensively, considering freight, transit, and local access needs.

### **Ongoing Data Collection and Monitoring**

Establish regular traffic count programs and performance monitoring to assess whether implemented strategies are effective and to guide future improvements.

## Funding

The City of Tenino is committed to providing the best transportation system for its citizens within its existing funding capabilities. The projects listed in the six-year transportation improvement program (TIP) (see Table 4.4) represent investments that will improve the transportation system's function. These projects are also included in the Capital Improvement Program in the Capital Facilities Element. The TIP assumes that existing funding sources including the Rural Community Support Program and State and Federal funding opportunities will remain at the same level.

Securing adequate long-term funding for transportation projects is difficult. However, the City may consider a number of strategies, including encouraging public/private partnerships for financing transportation projects, taking advantage of state funds such as those offered through the Transportation Improvement Board (TIB) and the Public Works Trust Fund (PWTF); encouraging the use of Local Improvement Districts (LIDs) by property owners to upgrade roads; requiring impact mitigation payments or seeking voluntary contributions from developers; and seeking out federal funding opportunities.

The ability of some projects to proceed will depend on revenue from outside grants. Where funding is not available, the project is not done. If probable funding falls short of expectations, the City will work with partners such as the Washington State Department of Transportation and Thurston County to determine viable solutions to the issues.

## Concurrency Management

Tenino does not currently have a concurrency management program that evaluates the adequacy of the City's road network or a financial mechanism for new development and redevelopment to pay for their fair share of impacts to the transportation system. A concurrency management program could be implemented to address this gap. Such a program could monitor key transportation facilities, and assess current levels of service, and determine the impact of any new development proposals on adopted level of service standards. The concurrency management program could also identify any facility deficiencies and those impacts attributed to new development; review the Comprehensive Plan and other related studies for necessary improvements; secure appropriate commitment to ensure that level of service standards will be restored; and make appropriate

revisions to the Six-Year TIP.

Table 4. 2025 to 2030 TIP (in order of priority)

ID	Project	Anticipated Funding Source(s)			
		Local	State	Federal	Total
1	<b>Old Hwy 99 West (from Hwy 507 to Mima Acres Drive SE)</b> 2-inch asphalt grind, asphalt overlay using HMA that contains reinforcing fibers.	\$166,300	\$538,200	\$884,300	\$1,405,500
2	<b>Old Military Road (Sussex St E to Old Military Road)</b> Crack seal, and chipseal	\$77,300	\$103,000	-	\$180,300
3	<b>McClellan Street (Sussex Ave W to Wichman Street S)</b> Widen, install drainage, and chipseal	\$29,400	\$46,400	-	\$75,800
4	<b>Morning Side Drive (McClellan Street to Morning Side Drive)</b> Repair, chipseal, and safety improvements as needed	\$18,000	-	-	\$18,000
5	<b>Eureka Street South (Sussex Ave E to Park Ave E)</b> Widen, repair, chipseal, and safety improvements as needed	-	-	\$36,100	\$36,100
6	<b>Tenino Trail Design (Old 99, Tenino City Limits to SR 507)</b> Provide design engineering for the Yelm Tenino Trail (YTT) for feasibility segments G3 and G4, along Old 99 from the west City limits to the intersection of 6th Street with Park Avenue	-	-	\$225,000	\$225,000

## Goals, Policies, And Actions.

### Community Streets

#### Goal TS 1: Maximizing limited funding, Tenino has a safe and well-maintained road system.

**Policy TS 1.1** Pursue and utilize funding for road improvements strategically – seeking money for the highest priority projects first. Key factors to consider include: traffic volumes, safety issues, and overall hindrances to community economic development.

**Policy TS 1.2** Identify creative methods to limit the costs associated with roadway construction and repair.

**Action:** Ensure that street improvements do not increase the width of existing roadways, especially for local access streets that run perpendicular to Sussex.

- Policy TS 1.3** Evaluate and, where possible, implement alternative mechanisms to fund transportation projects, including transportation impact fees.
- Policy TS 1.4** Require developers to fund their fair share of needed road improvements.
- Policy TS 1.5** Partner with Thurston County and Thurston Regional Planning Council on projects of regional significance that are located within Tenino’s street network.
- Policy TS 1.6** Evaluate improvement options for the intersection of Old Highway 99 and State Route 507 (just west of downtown Tenino).

**Goal TS 2: New development supports the construction and expansion of complete streets.**

- Policy TS 2.1** Require road connections, half-street improvements and road stubs as part of new development.
- Policy TS 2.2** Dead-end streets and cul-de-sacs should be used only on minor local streets where no other alternative design is possible.

**Goal TS 3: Sussex Avenue (SR 507) is an aesthetically-pleasing streetscape that has enhanced safety features for people who walk, bike, and travel by car.**

- Policy TS 3.1** Implement the improvements proposed as part of the Main Street 507 project.
  - Action:** Seek out and obtain funding for the design and acquisition of right-of-way for the project.
  - Action:** Improve the streetscape in downtown Tenino.
  - Action:** Install gateway improvements at the Ritter Street triangle.
  - Action:** Construct a roundabout at the intersection of Old Highway 99 and Sussex Avenue.
- Policy TS 3.2** Seek out funding to improve the Wichman/Sussex intersection.

**Railroads**

**Goal TS 4: Increasing rail traffic does not detract from the quality of life in Tenino.**

- Policy TS 4.1** Consider a variety of measures to minimize the impact of the railroad on Tenino including placing commercial or industrial land uses near the train tracks, sound proofing as part of future construction, and considering strategies for rail noise mitigation (given the proximity of the rail to nearby residences).
- Policy TS 4.2** Develop a plan to address safety concerns on the rail corridor.

## Pedestrian Travel and Amenities

### Goal TS 5: Tenino has a walking and bicycling system that makes it safe and easy for people to travel through Tenino without using their cars.

- Policy TS 5.1** Identify areas of deficient sidewalks (due to either size or condition) and prioritize improvements in those areas.
- Policy TS 5.2** Work to achieve the new sidewalks shown on Map TS-5.
- Policy TS 5.3** Evaluate and, where possible, implement alternative mechanisms to fund transportation projects, including transportation impact fees.
- Policy TS 5.4** Require developers to fund their fair share of needed road improvements.
- Policy TS 5.5** Require new development to construct sidewalks unless the amenities are deemed unnecessary by the director of Public works and the City Planner.
- Policy TS 5.6** Establish neighborhood pathways to improve access to the Yelm-Tenino Trail.

### Goal TS 6: Tenino has a highly walkable downtown with great pedestrian amenities including wide sidewalks, safe crossings, and opportunities to sit outside.

- Policy TS 6.1** Strive to implement the findings of the Main Street 507 study.
- Policy TS 6.2** Work to establish Olympia Street as a link between downtown and Tenino City Park, a location for community events, and an outdoor marketplace.
- Policy TS 6.3** Allow and encourage businesses to legally establish pedestrian amenities in the public right-of-way.

### Goal TS 7: Tenino has a robust network of sidewalks and trails throughout the City.

- Policy TS 7.1** Prioritize the improvement of sidewalks in the areas shown on Map TS-5.
- Policy TS 7.2** Install traffic-calming improvements on certain shared roadways to increase pedestrian safety.
- Policy TS 7.3** Require sidewalks along streets in new residential and commercial developments.
- Policy TS 7.4** Ensure that new sidewalks connect to existing sidewalks and or trails in the community.
- Policy TS 7.5** Seek to improve the comfort of pedestrians as they cross Sussex (SR 507) and walk through the downtown.

### Goal TS 8: Tenino has complete streets designed to accommodate all users.

- Policy TS 8.1** Consider adopting a complete streets ordinance.

## Transit Service, Alternate Travel Modes, And Transportation Demand Management

### Goal TS 9: Rural & Tribal Transportation ridership by Tenino and area residents is robust and strong.

- Policy TS 9.1** Collaborate with Thurston Regional Planning Council and Thurston County to ensure that RT receives continued funding for operations and is adequately funded into the future.
- Policy TS 9.2** Explore options for constructing a transfer station in Tenino for RT riders.
- Policy TS 9.3** Continue to inform area residents about available bus routes.
- Policy TS 9.4** Continue to advocate for increased bus service to the Tenino area.
- Policy TS 9.5** Work with RT to ensure that low-income residents are well served by the system.

### Goal TS 10: Tenino residents are carpoolers and vanpoolers.

- Policy TS 10.1** Work to partner with a community business or organization to utilize their parking lot/vacant land as a park and ride or park and pool facility.
- Policy TS 10.2** Distribute information about existing vanpool and carpool resources to encourage more shared trips.

### Goal TS 11: Tenino residents take advantage of opportunities to telework.

## Funding

### Goal TS 12: Tenino anticipates needed transportation improvements and plans accordingly.

- Policy TS 12.1** Attempt to secure adequate long-term funding sources for transportation through a variety of methods.
- Policy TS 12.2** Ensure any transportation improvements or strategies that require impact mitigation are constructed and/or financed concurrently with development. This means that the necessary project will either be constructed at the time of development, or sufficient financial commitment will be available to ensure it will be constructed within six years.
- Policy TS 12.3** Adopt a concurrency management program to ensure that the impacts of development on infrastructure are sufficiently addressed.
- Policy TS 12.4** Require developers to contribute their fair share toward transportation improvements needed to mitigate the impacts of their development.
- Policy TS 12.5** When deemed appropriate by the City Council, enter into latecomer agreements where substantial investments by one party may be legitimately reimbursed by others.

**Policy TS 12.6** When necessary, adapt plans, policies, and projects if probable funding falls short of expectations.

**Goal TS 13: Tenino partners with neighboring cities, Thurston County, Washington State, and other transportation providers to provide a holistic multi-modal transportation system.**

**Policy TS 13.1** Work with other jurisdictions to plan, fund, and implement multijurisdictional projects necessary to meet shared transportation needs.

**Policy TS 13.2** Thurston County's Capital Facilities Plan and any applicable levels of service shall govern in the unincorporated UGA.

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## Chapter 5. Capital Facilities

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## Chapter 6. Utilities

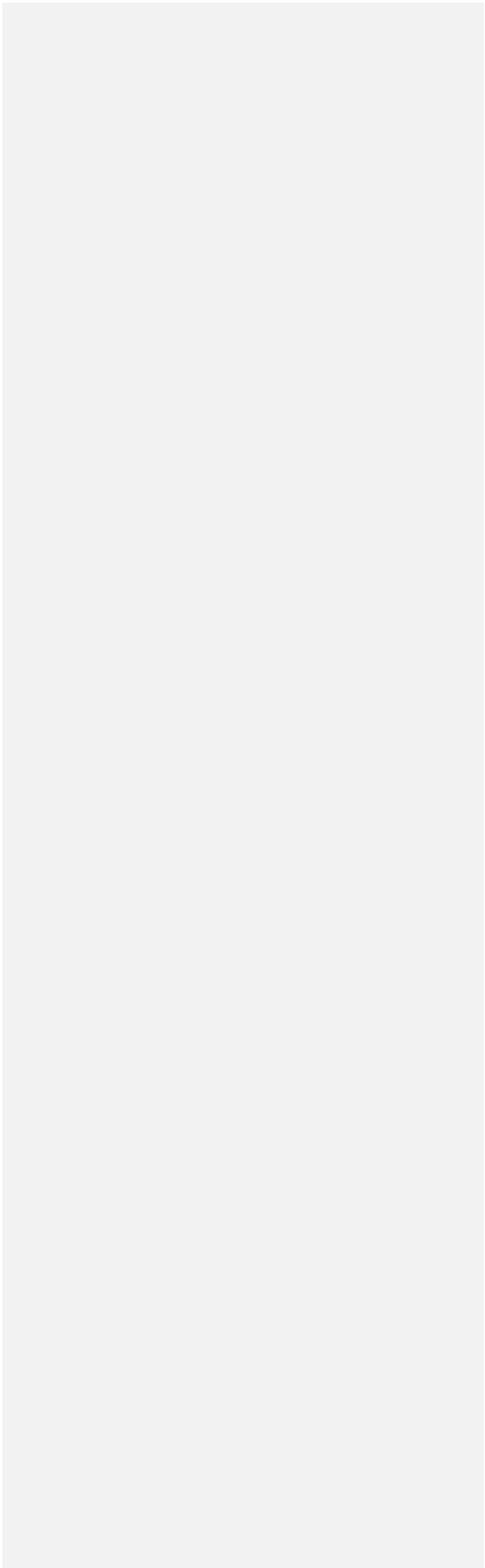
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## Chapter 7. Climate

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Appendix .

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# Downtown Tenino Concept Plan

Tenino’s small-town charm and walkability are a defining characteristic of the downtown. However, downtown Tenino struggles to retain businesses, and pedestrians are often missing from the landscape. The following plan builds on downtown Tenino’s strengths and addresses its challenges.

The City of Tenino believes that the highest potential for economic development and business development in the short-term is in the historic downtown of the community. This Downtown Plan is meant to identify methods to attract more visitors to the downtown, encourage more business activity, and enhance the quality of place on the community’s main street.

While these concepts include a number of large projects, several are meant to illustrate small, simple concepts that could improve downtown through the efforts of interested citizens or businesses. These concepts (such as holding a temporary event in downtown, installing a wayfinding sign, or creating a place for a visitor or resident to sit) could be completed at minimal cost and contribute to the overall character and vitality of the area.

## Vision

The vision behind each of these concepts is the creation of a vibrant pedestrian-oriented business district that respects and builds on the historic character of downtown Tenino.

## Strategy

To reach this vision, the City of Tenino believes that it is essential to build on the distinct advantages of Tenino to encourage more residents near the downtown, more visitors to the downtown, and more businesses in the downtown. These distinct advantages (or things that are unlike any other community) include:

- Tenino’s historic sandstone architecture, some of which was quarried less than three blocks from the buildings where it was used.
- The City Park is large for a community the size of Tenino and is located a short distance from downtown. This park includes the Quarry Pool, the Tenino Depot Museum, large sandstone blocks quarried from the former Tenino Sandstone Company quarry and play equipment for children. The park also connects to miles of trails through property owned by the Creekside Conservancy (the organization formerly known as the Heernet Environmental Foundation).
- The Yelm-Tenino Trail, which is 14 miles long and connects to an additional 22 miles of dedicated trails and nearby rural roads appreciated by cyclists.



## Goals

The Downtown Plan is guided by three key goals that shape its vision and strategies for revitalization. These goals aim to create a vibrant, attractive, and functional downtown that supports businesses, residents, and visitors alike.

### Increase Downtown Activity and Foot Traffic.

A thriving downtown relies on people—residents, workers, and visitors—who shop, dine, and engage in the community. To encourage more people to spend time downtown, the plan emphasizes strategies such as:

- Expanding mixed-use development and housing to bring more housing and businesses into the downtown core.
- Supporting small businesses and attracting new retail, dining, and entertainment options.
- Hosting events, markets, and cultural activities to draw both locals and visitors.
- Improving pedestrian and bike access to make downtown more walkable and inviting.

By increasing foot traffic, downtown businesses will see greater support, and the area will become a more dynamic and economically sustainable district.

### Enhance the Quality of Place.

A visually appealing and well-maintained downtown encourages people to visit, linger, and return.

Improving the quality of place involves:

- Investing in streetscape improvements, including landscaping, lighting, and public seating.
- Preserving and highlighting historic buildings to maintain downtown’s unique character.
- Expanding public spaces such as plazas, parks, and gathering areas to create inviting social hubs.
- Encouraging high-quality design in new developments to maintain an aesthetically pleasing and cohesive downtown environment.

A well-designed and attractive downtown strengthens community identity and fosters civic pride while making the area a destination for both residents and tourists.

### Plan for Future Parking Needs

As the downtown area grows and attracts more visitors, the demand for parking will increase. To address this, the plan anticipates future parking challenges and proposes solutions such as:

- Evaluating current parking availability and identifying areas for expansion or improved efficiency.
- Encouraging shared parking agreements between businesses and property owners to maximize existing parking resources.
- Exploring structured parking options, including parking garages, to support long-term growth.
- Promoting alternative transportation methods, such as public transit, biking, and walking, to reduce the overall need for parking.

By proactively addressing parking concerns, the City can ensure that downtown remains accessible and convenient while supporting continued economic and social activity.

## Concept 1: Increase Housing Density

Expanding mixed-use development and housing to bring more housing and businesses into the downtown core.

### Vision

Downtown businesses supported through permanent residents, including seniors in senior housing and residents in new mixed-use and apartment projects.

- Goals met:**
- Increase Downtown Activity and Foot Traffic
  - Enhance the Quality of Place
  - Plan for Future Parking Needs

### Potential Housing Types and Locations

Figure 11. Potential Locations for Housing Near Downtown



Mixed-Use



Walkup Apartment



Townhouse

## Concept 2: Support events, markets, and activities.

Supporting small businesses and attracting new retail, dining, and entertainment options and hosting events, markets, and cultural activities to draw both locals and visitors.

### Vision

Downtown businesses supported through temporary events, such as markets, craft fairs, music shows, or community movie nights that bring people into the area. The closer the event is located to downtown the better.

- Goals met:**
- Increase Downtown Activity and Foot Traffic
  - Enhance the Quality of Place
  - Plan for Future Parking Needs



*Farmers' Market - Port Townsend, Washington*

**Potential Spaces for Temporary Events**



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### Concept 3: Improve Pedestrian and Bike Accessibility

Improving pedestrian and bike access to make downtown more walkable and inviting.

#### Long-Term Vision

A pedestrian-friendly Sussex Avenue with slower traffic, areas of wider sidewalks, and business seating on the street.

#### Short-Term Vision

Outdoor cafes, pedestrian spaces, and seating on side streets, back alleys, and unique places on the front or sides of buildings.

- Goals met:**
- Increase Downtown Activity and Foot Traffic
  - Enhance the Quality of Place
  - Plan for Future Parking Needs

#### Potential Locations for Outdoor Seating in Historic Downtown



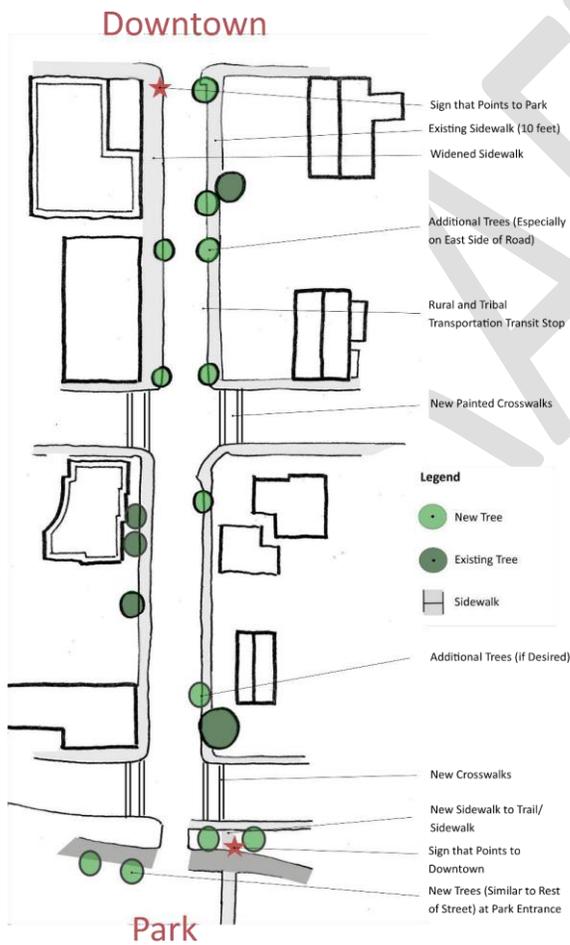
## Concept 4: Connect the Park to Downtown

### Vision

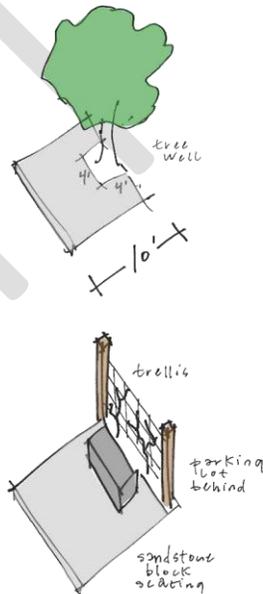
A pedestrian friendly link to the park along Olympia Avenue that can double as a home for community events such as markets, fairs, concerts, or outdoor movies.

- Goals met:**
- Increase Downtown Activity and Foot Traffic
  - Enhance the Quality of Place
  - Plan for Future Parking Needs

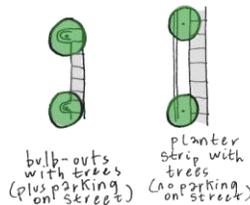
### Conceptual Site Plan



### Adding Vegetation to East Sidewalk



### Potential Methods to Add Vegetation to Street



## Concept 5: Bike Path/System through Downtown

Develop a bike system that leads bikers and pedestrians through downtown.

### Vision

A bike network that leads people from the park to and from downtown and visa-versa with:

- Bike routes that showcase the community.
- Bike route markers that point people into downtown.
- Bike markings that guide people to the best routes to travel.

- Goals met:**
- Increase Downtown Activity and Foot Traffic
  - Enhance the Quality of Place
  - Plan for Future Parking Needs

### Potential Bike Routes



### Wayfinding Approaches



A. Stencils on Bike/Car Roads



B. Wayfinding Signs

### Views



1. Scatter Creek and Hill



2. Mount Rainier



3. Downtown

## Concept 6: Build on Character of Downtown

### Vision

New buildings that complement existing historic structures through features such as increased fenestration such as windows, three-dimensional facades, and similar roof lines. Additionally structures should be set at or near the front of the property line, include landscaping or other visual decoration, and use high quality materials.

- Goals met:**
- Increase Downtown Activity and Foot Traffic
  - Enhance the Quality of Place
  - Plan for Future Parking Needs



Lots of windows



Three Dimensional Facades



Structures Set at or Near Front Property Line



Plants/Art



High Quality Materials



Similar Roof Lines

## Concept 7: Create Gateways into Downtown

### Vision

A series of gateways on each side of downtown that define the historic downtown area, slow traffic and act as an amenity for future development of surrounding parcels.

- Goals met:**
- Increase Downtown Activity and Foot Traffic
  - Enhance the Quality of Place
  - Plan for Future Parking Needs

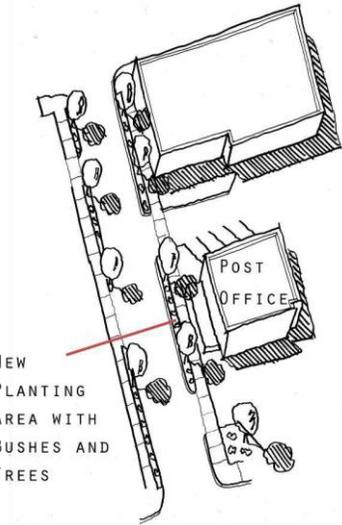
### Potential Areas for Gateways and Roundabouts



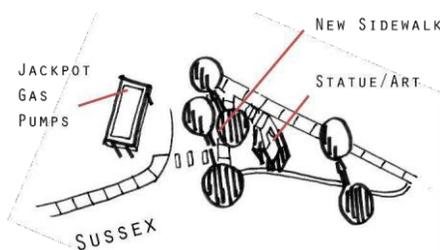
**A. Old Hwy 99 and Sussex Square (Conceptual Drawing)**



**B. East Downtown Gateway (Conceptual Drawing)**



**C. Ritter and Sussex Square (Conceptual Drawing)**



## Concept 8: Better utilize areas for additional parking

Better utilize side streets, back streets and alleys for parking.

### Vision

Parking on Sussex, Olympia, Howard, Hodgden, and Central Avenue, and off the alleys. If necessary, additional parking agreements made with groups like the School District and the Tenino First Presbyterian Church.

- Goals met:**
- Increase Downtown Activity and Foot Traffic
  - Enhance the Quality of Place
  - Plan for Future Parking Needs

### Potential Areas for Parking



- A. Parallel on-street parking on Olympia and Howard (south of Sussex) is considered the most feasible and desirable parking arrangement at this time.
- B. Creating defined parking spaces in the parking lot behind the Sandstone Café is desirable—as defining spaces would offer businesses the opportunity to have a similar number of spots as at present, while offering a space for a new building (a 40' by 112' foot structure is shown above). The existing parking arrangements are haphazard and inherently inefficient in their use of space.
- C. Angled parking on one side of the road will work with two lane traffic in certain areas.

It should be noted that one-way streets with angled parking on one side will not result in substantially more parking spaces than two-way streets with parallel parking on both sides. However, one-way streets with angled parking on both sides are generally not considered necessary, feasible, or desirable at this point in time.

## Housing

**Goal LU 4: The addition of housing units within residential neighborhoods does not detract from the character of existing single-family development.**

**Commented [MP10]:** Existing

**Policy LU 4.1** Identify methods to respectfully include new housing units within existing single-family residential neighborhoods, including promoting housing infill by allowing middle housing types that meet a greater range of lifestyle and income needs.

**Policy LU 4.1** Consider changes to the zoning code to allow housing types that are similar to existing precedents found within the community such as bungalow courts, cottage house, accessory dwelling units, and small multifamily structures.

**Action:** Promote housing infill by allowing middle housing types that are compatible with the surrounding neighborhood.

## Climate Policies

**Goal CL 1: Create a sustainable community that will provide for the present and future needs of Tenino's citizens.**

**Commented [MP11]:** County wide Goal LU-3

**Policy CL 1.1** Embrace and implement a sustainable community philosophy for the City.

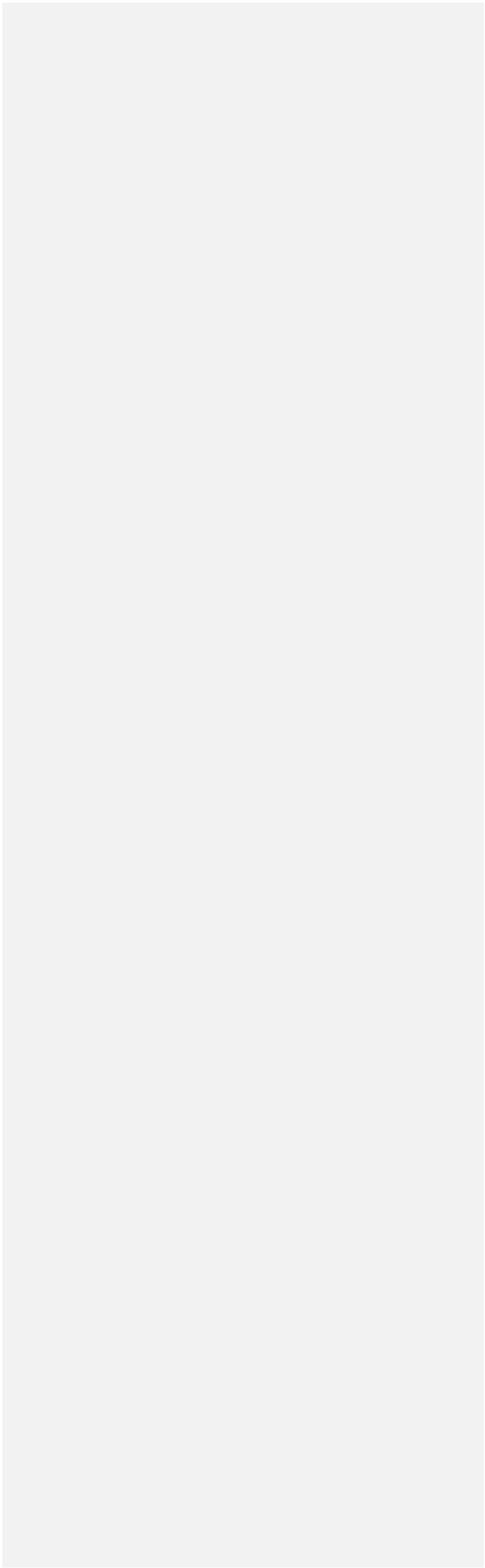
**Action:** Adopt policies and land use designations consistent with sustainable community philosophy.

**Action:** Implement building codes that ensure the availability of suitable structures for multi-use tenants.

**Action:** Educate the citizens of Tenino on the sustainable community concept.

Appendix .

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## Adopted Housing Action Plan

*Insert Here*

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