



Tenino Comprehensive Plan 2025 – 2045

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Elected Officials

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Tenino Present and Former Staff

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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 element evaluates trends in population growth, development patterns, and environmental conditions, translating them into official City policy. Its central objective is to chart a strategic path for Tenino that preserves its historic small-town charm and natural environment while facilitating thoughtful residential and commercial growth. This growth is essential to broaden the community's service offerings and employment opportunities. The City of Tenino has identified nine key goals to guide land use planning, ensuring a balanced and sustainable approach to future development.

Natural Resources

Located in a valley in South Thurston County, Tenino's geography is defined by its flat prairie lands and surrounding forested hills, wetlands, and sandstone formations. The city is home to critical wildlife habitats, particularly near Scatter Creek, and includes areas essential to the survival of sensitive species such as the Taylor's checkerspot butterfly and the Mazama pocket gopher. This chapter emphasizes the protection and stewardship of Tenino's unique environmental assets. The City has adopted nine strategic goals to manage and safeguard its natural resources for future generations.

Housing

Tenino's housing landscape reflects a rich history and a variety of architectural styles, from heritage homes to contemporary subdivisions. As population growth continues, housing demand is expected to double over the next two decades. The City must carefully plan for this expansion to preserve community character and livability. In response, Tenino has established seven housing goals focused on promoting diversity in housing types, affordability, sustainability, and high quality of life. These objectives are designed to meet current needs while accommodating future growth in an equitable and resilient manner.

Economic Development

A strong and diverse economy is key to Tenino's long-term prosperity and livability. The Economic Development element outlines a vision for fostering local business growth, supporting entrepreneurship, and attracting new investment while preserving the city's unique identity. This includes strengthening the downtown core, expanding employment opportunities, and leveraging regional partnerships to enhance economic competitiveness. The City will pursue strategies that promote innovation, workforce development, and sustainable land use to ensure that Tenino remains a vibrant and economically resilient community. The City is in the process of defining specific goals to support this vision and guide future initiatives.

Transportation

Ensuring safe and efficient mobility for residents, visitors, and businesses is a top priority for Tenino's long-term development. This chapter assesses current and future transportation needs across all modes, including personal vehicles, public transit, freight, bicycles, and pedestrians. A series of targeted improvements are proposed to enhance connectivity and support economic growth. The City has outlined 12 transportation goals to guide infrastructure investment, system modernization, and integrated mobility planning over the next 20 years.

Capital Facilities

To support future development and meet the demands of a growing population, Tenino plans substantial investments in capital facilities. These include infrastructure improvements in public services, utilities, and municipal buildings. While financial and logistical challenges are anticipated, this plan provides a blueprint for coordinated and cost-effective development. Transportation-related capital projects are addressed in conjunction with the Transportation Element but are also included in the 6-Year Capital Improvement Program. The City has identified nine capital facilities goals to ensure efficient service delivery and infrastructure resilience.

Utilities

Reliable utility services are fundamental to Tenino's growth and quality of life. This chapter outlines existing infrastructure and future expansion plans for critical utilities, including electricity, natural gas, and telecommunications. Planning for utility capacity and modernization will ensure that the needs of residential, commercial, and industrial users are met as the city evolves. The City has defined nine utility-related goals to promote coordinated service delivery, long-term reliability, and sustainable growth.

Climate

Climate resilience is a critical component of Tenino's comprehensive planning. This element sets forth a proactive strategy to reduce greenhouse gas emissions, adapt to climate change impacts, and embed sustainability across all city functions. Rising temperatures, extreme weather, and shifting ecological conditions demand bold action to protect public health, infrastructure, and natural systems. The City has articulated 20 climate-related goals: nine focused on emission reductions and 11 on enhancing community resilience.

Public Engagement

The City of Tenino engaged the community early and continuously in the 2025 Comprehensive Plan update through a Public Participation Plan that included a project website, social media, printed materials, public meetings, community events, a community advisory board, and online/paper surveys, with attention to accessibility and inclusion. A citywide survey (83 responses) identified priorities such as safety, street improvements, downtown vitality, historic preservation, and infrastructure upgrades, along with barriers like funding and leadership capacity. This input shaped the plan's policies and vision for 2045, reflecting Tenino's values of history, walkability, local business, inclusivity, and sustainable growth.

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).

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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:

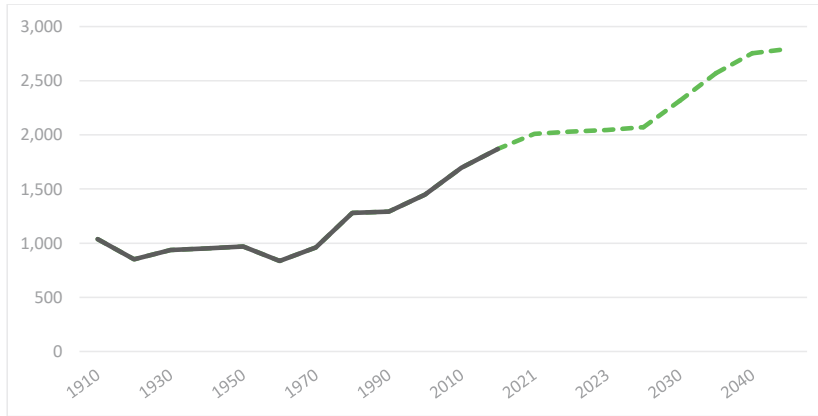
- **Preserve the historic character of Tenino** through the restoration of historic structures and the construction of new buildings that complement older buildings.
- **Showcase the industrial character of Tenino** through the use of old industrial-feeling materials such as steel, wood, and stone.
- **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 2,045¹. 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

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

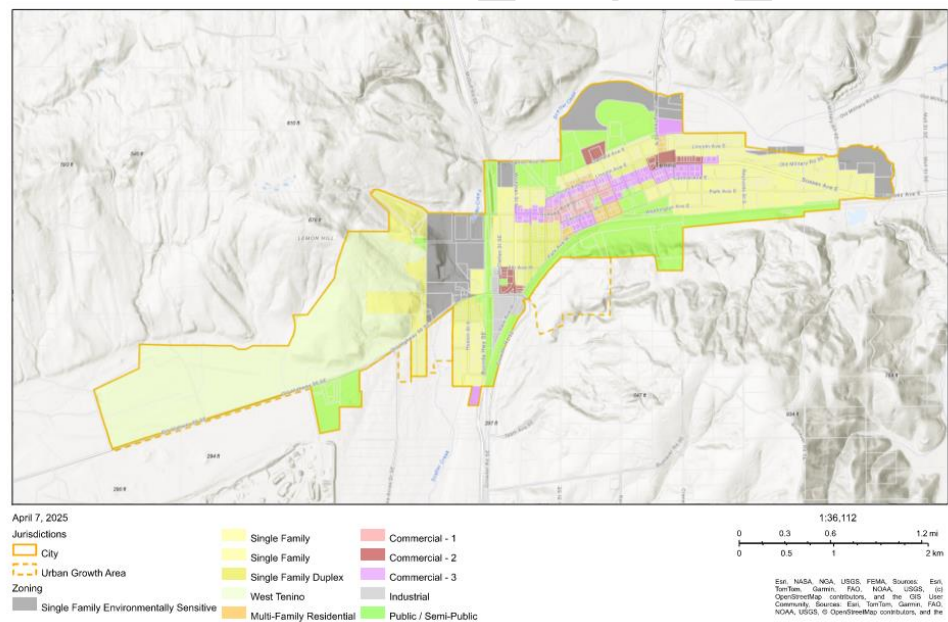
Land Capacity Analysis

This section analyzes existing and potential capacity for housing production based on Tenino’s current zoning code and correlates the results with the number of housing units the City will need based on population and household forecasts. This section also discusses other opportunities and constraints to development, including availability of water, sewer, and other municipal services, environmental constraints, zoning, and other factors.

Zoning

Tenino’s zoning code contains four commercial and three residential districts, not including the West Tenino as shown in Figure 24, in light yellow. The City’s C-1 Commercial District covers historic downtown Tenino and is meant to “build on the historic and walkable nature of the area” (TMC 106.40.010). This model ensures that the downtown core stays vibrant and walkable with a variety of commercial offerings such as retail stores, service-oriented establishments, and apartments – with other residential uses allowed provided development occurs off ground level.

Figure 3. City of Tenino Zoning Map



The City of Tenino is 1,485 acres (2.32 square miles) not including the UGA, and a large portion of the land within city limits is designated West Tenino for master planned development proposals for residential units. While the land designated for the West Tenino is considered developable, the development would be slow as much of the encompassed area is home to the Mazama Pocket Gopher and therefore environmentally protected.

Table 1. Tenino Zoning Districts and Use Intent

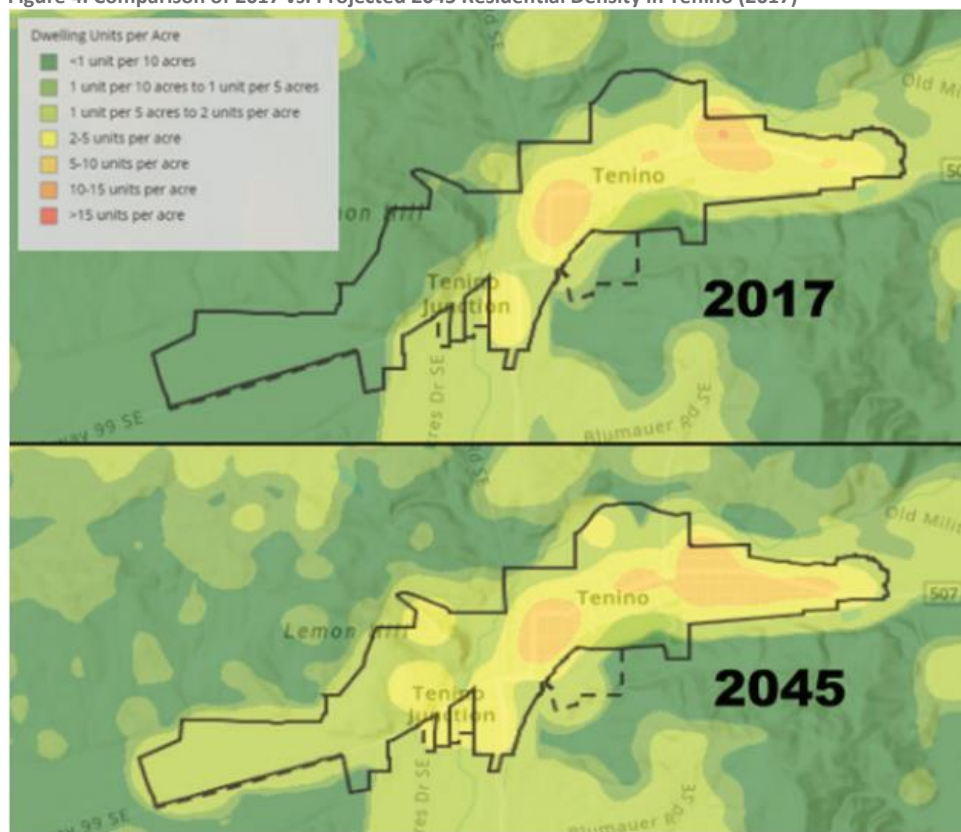
Tenino Zoning Districts and Use Intent		
Zoning District		Residential Use Allowance
Non-Residential		
C-1	Commercial 1	Some residential units allowed off ground level.
C-2	Commercial 2	Primarily commercial uses, with some residential units allowed off ground level.
C-3	Commercial 3	Mix of existing single-family uses, new and existing multifamily buildings, mixed use structures, and commercial uses.
I	Industrial	Commercial and Utilities activities and large-scale industrial. No residential units.
Residential		
SF-ES	Single Family, Environmentally Sensitive	Larger lots to allow for environmental constraints. Lots are in proximity to critical areas.
SF	Single Family	Single-family residential units. Low-density residential area.
SFD	Single family, Duplex	Single-family and Duplex units. Low-density residential area.
MF	Multi-Family Residential	Small-lot detached dwellings and attached structures such as apartments, condominiums, and townhouses. The mix can take form on a single site or mixed within a general area.
Special Purpose		
P/SP	Public/Semi-Public	No residential units.
WT	West Tenino	Intent is to allow for the land to be developed in a planned and structured capacity through the adoption of a master plan unless otherwise applicable.

Source: Tenino Housing Action Plan (2023)

Table 7 identifies the residential use allowances allowed by current zoning regulations within the City per zoning district. Controlling residential use allowances is similar to requirements of density in residential areas helps to control the type of housing and therefore supply. Not all types of housing are similar; typically, higher density equals lower housing cost. This is a general rule for the housing market, but not always accurate as there are also different styles such as luxury apartments, which have larger living areas and square footage, or low-income housing that are packed as dense as the property and municipal code will allow. Low-income housing developers typically apply for the Low-Income Housing Tax Credit (LIHTC) through the Department of Housing and Urban Development (HUD) or other applicable tax credit or loan programs.

Vacant and Underutilized

Figure 4. Comparison of 2017 vs. Projected 2045 Residential Density in Tenino (2017)



Source: Tenino Housing Action Plan (2023)

The Thurston Regional Planning Council provides insight into future density areas, or areas where there will be a higher density of people living in the future. Figure 4 shows the Residential Density projected for 2045, where the density is mainly still in the eastern portion of the city where the R-1 and R-2 districts are and some increased density throughout West Tenino.

The above mapping does not take into consideration some environmental constraints on development including shoreline jurisdiction and Mazama Pocket Gopher Habitat. Residential capacity expansion is projected, but not likely in the most western portion of Tenino due to Mazama Pocket Gopher Habitat, further discussed in the Environmental Constraints section, below.

Environmental Constraints

Environmental considerations are continued in further detail in Chapter 2. Natural Resources.

While the recreational opportunities within and surrounding Tenino are plentiful, this also means that there are constraints to development that must be considered. Environmental regulations are codified under the city's Shoreline Master Program (Title 109), Critical Areas Ordinance (Title 112), the State Environmental Policy Act (Title 110) and Floodplain Management standards (Chapter 5.24).

Critical Areas

Tenino defines a critical area to include frequently flooded areas, wetlands, fish and wildlife habitats and geologically hazardous areas. These areas can also overlap with Shoreline jurisdiction, as outlined in the next section.

Development within a critical area or its buffer requires an environmental review, including a critical area report to evaluate the proposal and all probable impacts to the critical area(s).

Shoreline Jurisdiction

Proposed development within shoreline jurisdiction (those lands which extend landward two hundred (200) feet as measured on a horizontal plane from the ordinary high-water mark (OHWM)) are regulated by the Shoreline Master Program, and Critical Areas Ordinance. The city has worked with the Washington State Department of Ecology to develop these regulations and ensure no net loss of ecological functions.

Scatter Creek, a protected shoreline runs along the northeast border and down through the middle of the city. The creek's shoreline designation is "Conservancy" and is defined as a Type S stream, which has a minimum environmental buffer of 150 feet landward from the OHWM. No development or alteration of the habitat or land is permitted without prior approval through the shoreline permit processes. However, uses aligned with single-family residences and their development are permitted, but may require a Substantial Development Permit or statement of exemption approval. These permits and processes add increased costs to development while.

Additionally, streams within the area, especially larger streams such as Scatter Creek present a flood hazard. Proposed residential development within flood hazard areas are required to build one to three feet above "Base Flood Elevation" and follow floodplain management regulations in Tenino's Critical Areas Ordinance and Floodplain Management standards and which can increase the cost of development.

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

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

Commented [MP1]: CW Land Use Goal 1

- 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.

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

Commented [MP2]: CW Land Use Goal 2

- 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.

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 4: Expand the Urban Growth Area to accommodate future residential growth.

Policy LU 4.1 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.

Goal LU 5: New development and redevelopment complement the walkable and historic character of Tenino.

Policy LU 5.1 Require and conduct design review for all applicable development.

Policy LU 5.2 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 5.3 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 5.4 Encourage slower traffic areas, wider sidewalks, and a landscaped vegetative buffer between the sidewalk and street.

Policy LU 5.5 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 6: The character of existing historic buildings is retained and celebrated.

Policy LU 6.1 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 6.2 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 7: West Tenino is developed in a manner consistent with the community's vision for the area.

Policy LU 7.1 Ensure that any master plan for west Tenino adequately addresses utilities, transportation infrastructure, land use, and park and open space features.

Policy LU 7.2 Review future master plan(s) in accordance with the intent of the future land use designation and the standards of the Tenino Municipal Code.

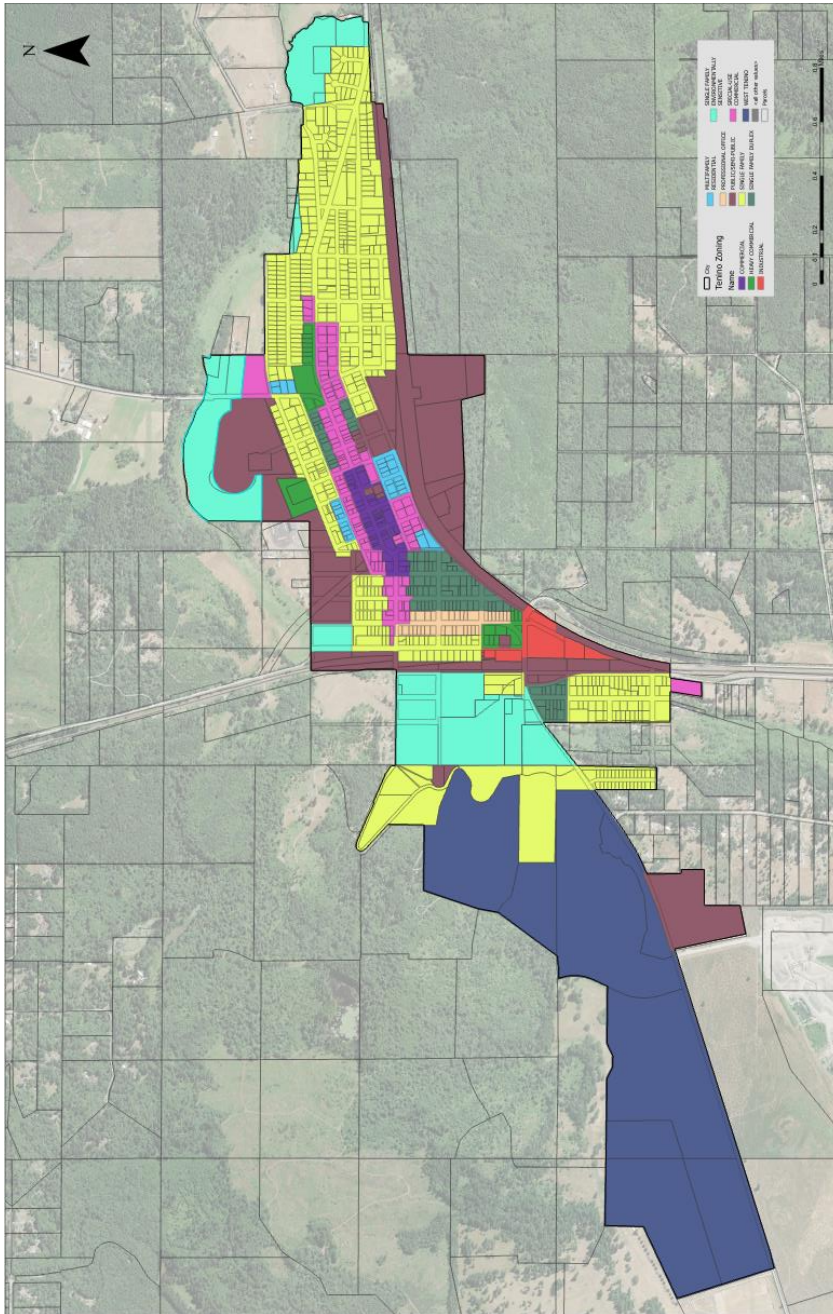
Goal LU 8: *Establish land use patterns that increase the resilience of the built environment, ecosystems, and communities to climate change.*

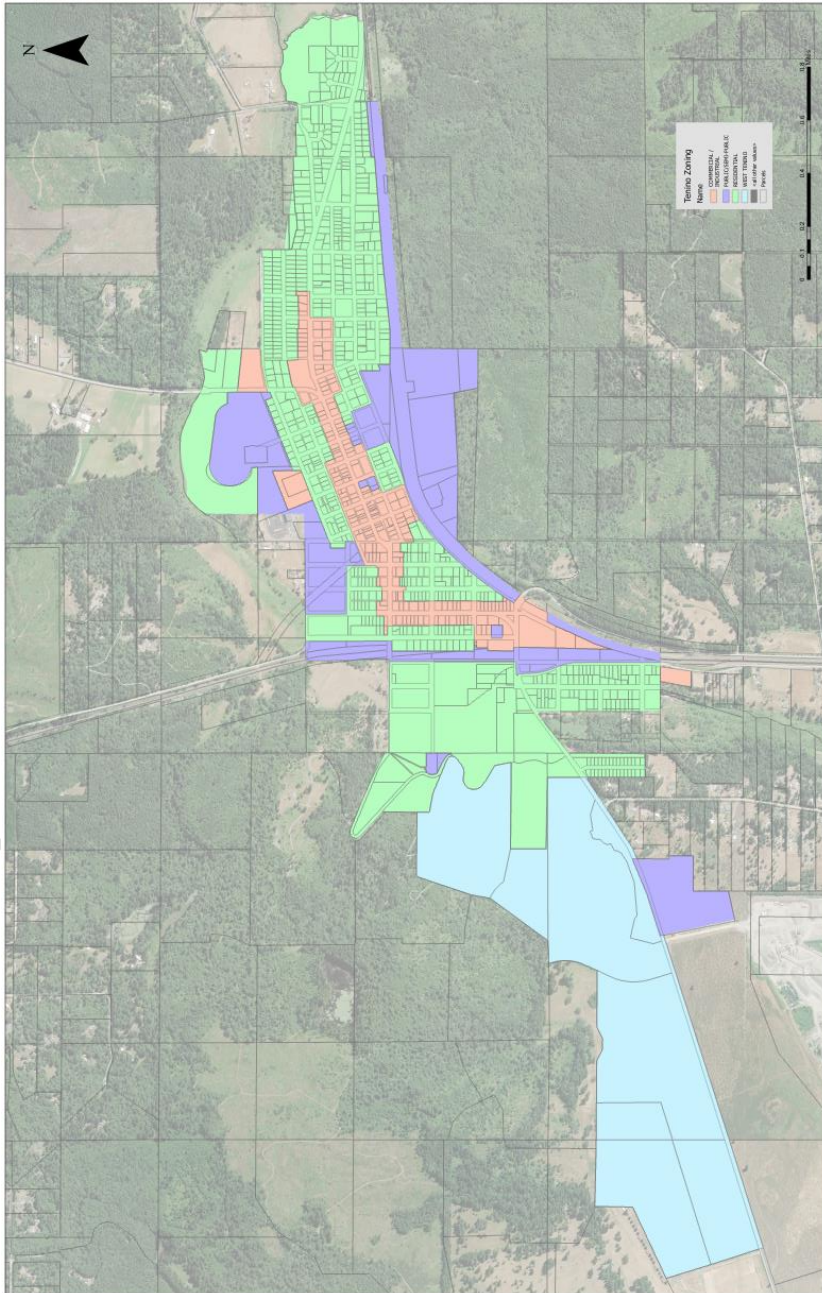
Policy LU 8.1 Implement complimentary, mixed land uses versus traditional zoning, such as locating business districts, parks and schools in neighborhoods to promote cycling and walking and reduce driving.

Goal LU 9: *Foster higher-intensity land uses in mixed-use urban villages and transit corridors.*

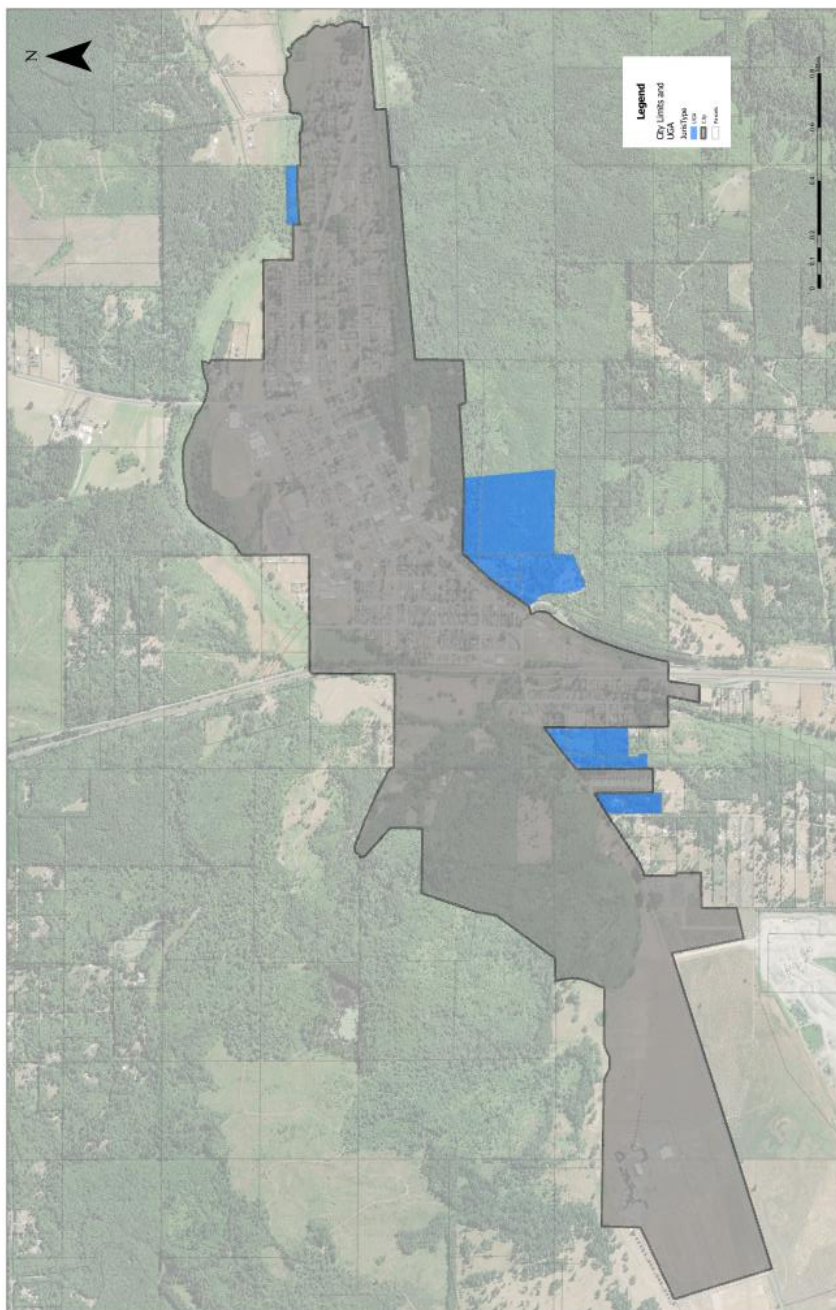
Policy LU 9.1 Prioritize infill development through the zoning and permitting process.

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Map 2: Future Land Use



Map 3: City Limits and UGA Map

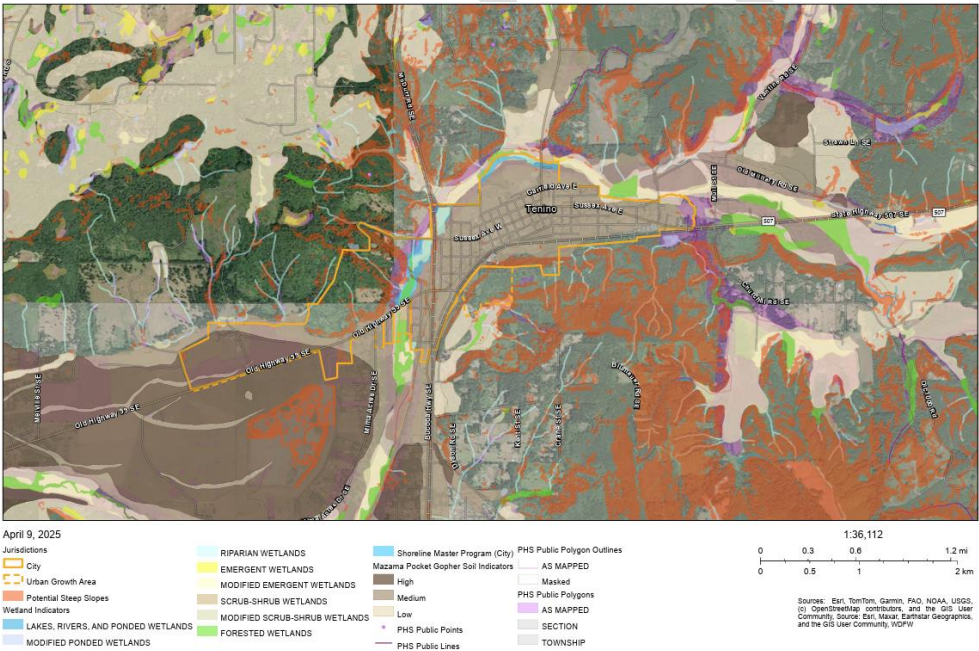
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Chapter 2. Natural Resources

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

Figure 5. Identified critical areas in Tenino



Source: Thurston Regional Planning Council

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
Fish				
Coho Salmon	X		--	--
Cutthroat Trout	X		--	--
Insects				
Taylor's Checkerspot Butterfly	X (Historic)	X	Endangered	Endangered
Mardon Skipper Butterfly	X		Candidate Species	Endangered
Mammals				
Mazama Pocket Gopher	X	X	Threatened	Threatened

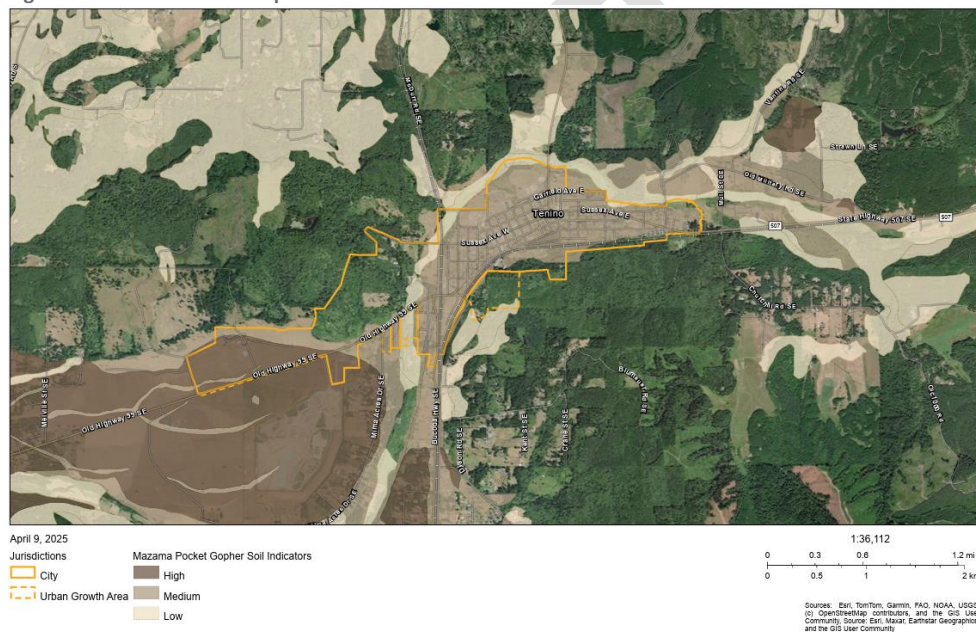
Key habitats in the community include prairie lands designated as critical habitat for the both the Mazama pocket gopher and Taylor’s checkerspot butterfly, and state-designated Oregon White Oak priority habitat that primarily borders Scatter Creek. The functions and values of critical resources, including 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.

Mazama Pocket Gopher

Much of West Tenino remains undeveloped due to high levels of Mazama Pocket Gopher activity and habitat. According to the U.S. Department of Fish and Wildlife, the name Mazama Pocket Gopher encompasses four subspecies that are only found in Thurston and south Pierce County, Washington. All four subspecies have been listed as threatened under the Endangered Species Act since April 2014. Their primary threat is degradation and loss of their habitat due to conversion of prairie land to agriculture, commercial and residential development.

Figure 6. Mazama Pocket Gopher Areas



Source: Thurston Regional Planning Council

Landslide and Erosion Hazards

Land with slopes of more than 40% are considered to have potential landslide or erosion hazards. 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 [MP4]: 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 [MP5]: 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.

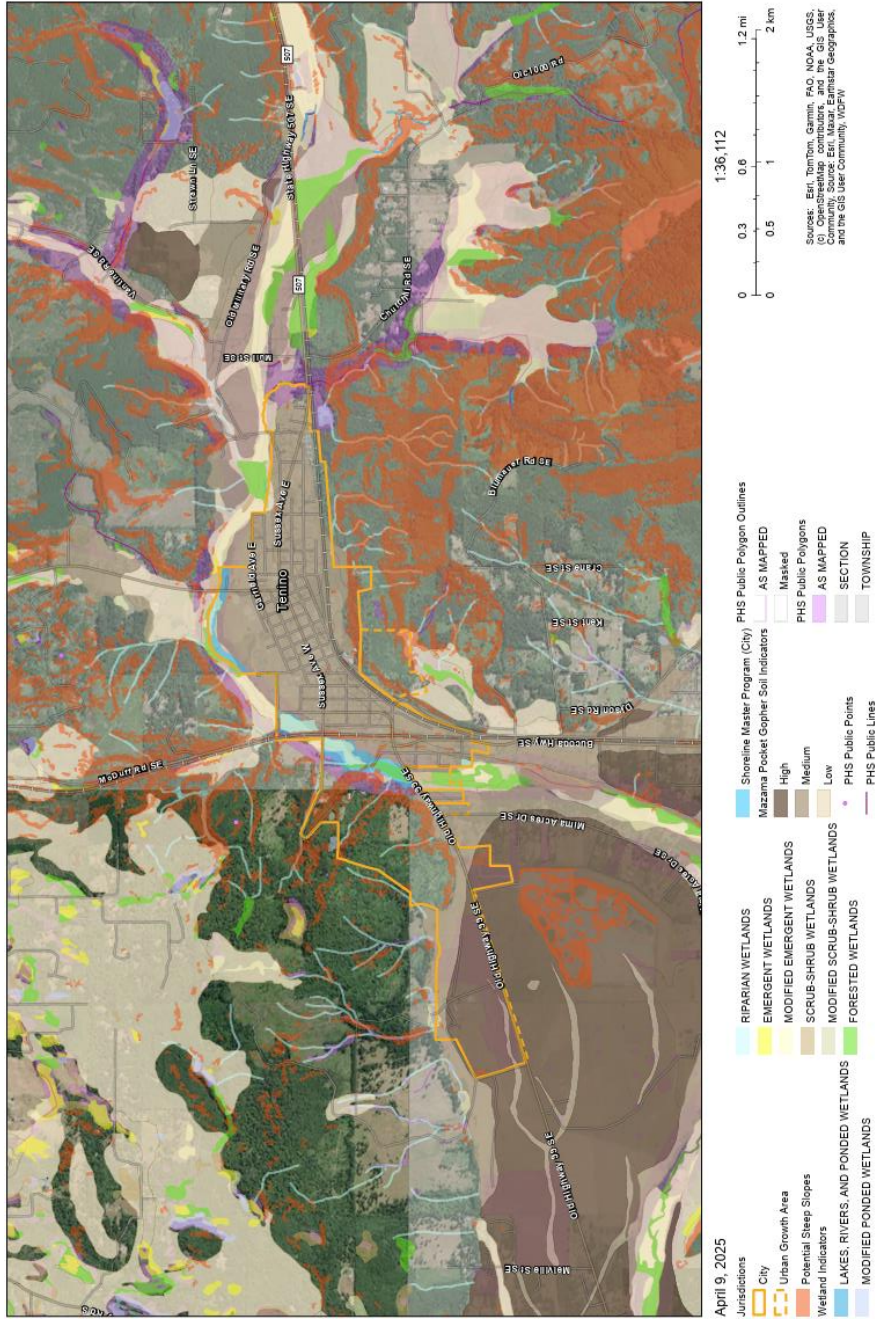
- Policy NR 7.1** Use best available science in preserving and enhancing resources for anadromous fish and other local endangered, threatened or sensitive species.
- Policy NR 7.2** Monitor state and federal discussions regarding endangered, threatened, and protected species and habitats.
- Policy NR 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.



Map 3: Critical Areas

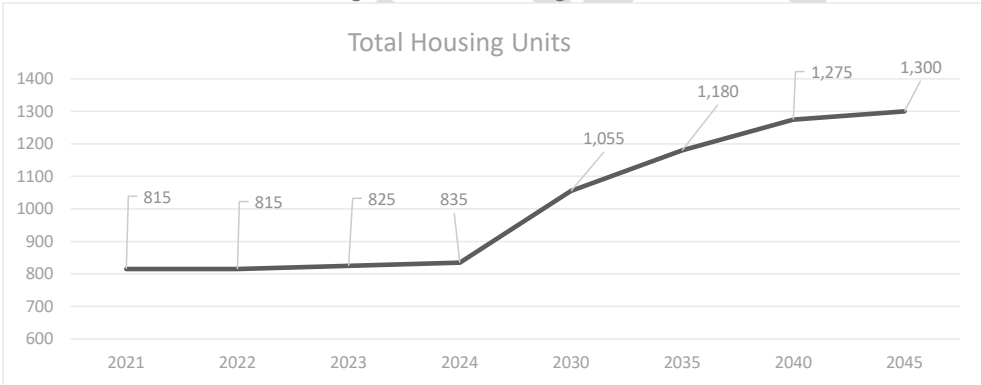
Chapter 3. Housing

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 7. 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.

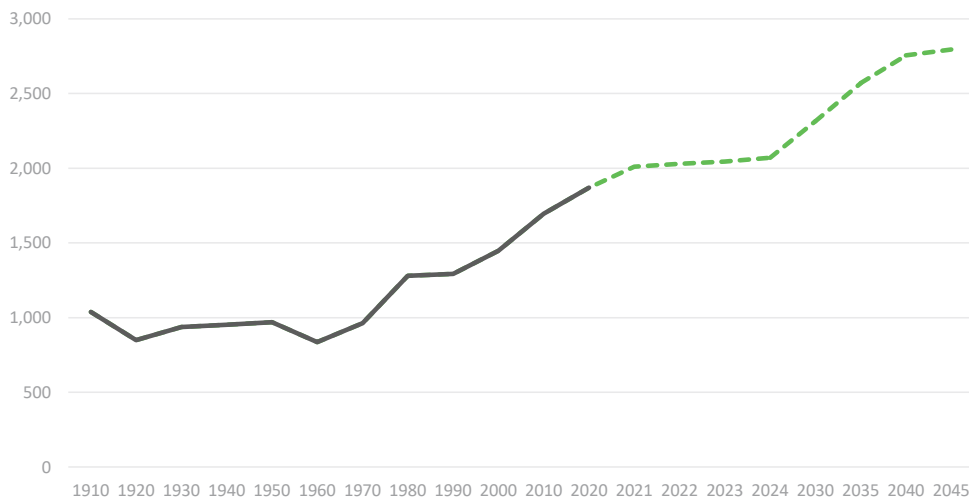
Housing Needs Assessment

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 8. 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 2. 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%
Total Housing Units	780	

Source: American Community Survey, S2502, 2023

Table 3. Owner and Renter-occupied Housing

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%
Total	474	217	65.6%	34.45%

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.

Table 4. Households by Family Type in Tenino

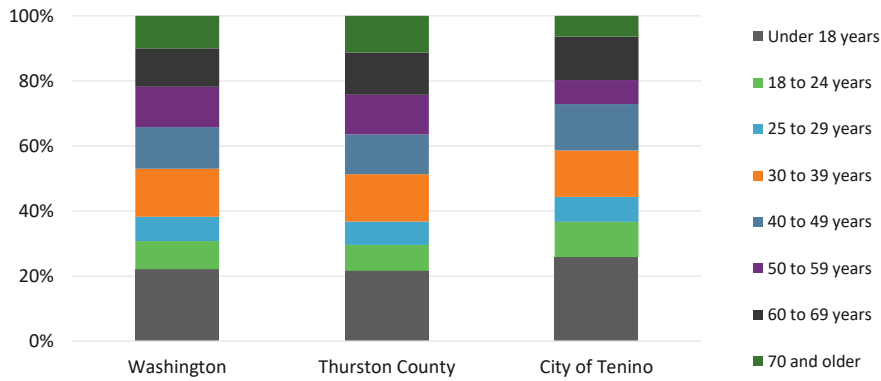
	Tenino			Thurston County		
	All	Renter-occupied	Owner-occupied	All	Renter-occupied	Owner-occupied
Total Households	749	34%	66%	117,172	32%	68%
Married-couple family	363	9%	91%	59,401	17%	83%
W/Own Children under 18	153	7%	93%	22,373	21%	79%
No Own Children under 18	210	10%	90%	37,028	14%	86%
Male or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

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.

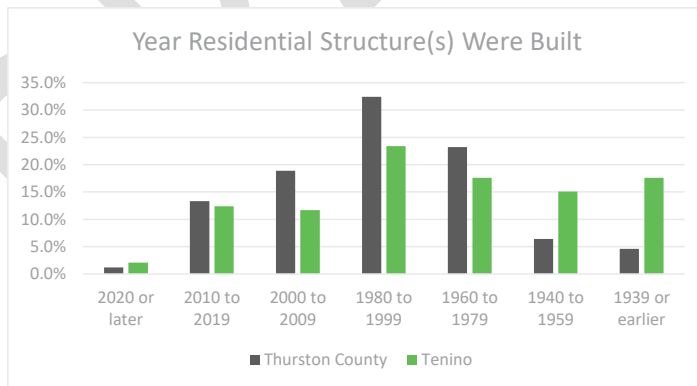
Figure 2. Regional Comparison of Children in Households by Age-range (2021)



Source: American Community Survey

Housing Age And Quality

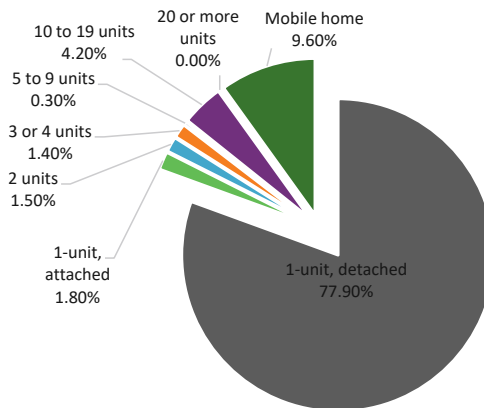
Table 3.4 lists the year of home construction for dwellings in Tenino. According to the Thurston County Assessor, nearly 33% of the homes in Tenino (with known or estimated construction dates) were built before 1960. The majority of these homes are located near the historic downtown in the Hodgden's 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.

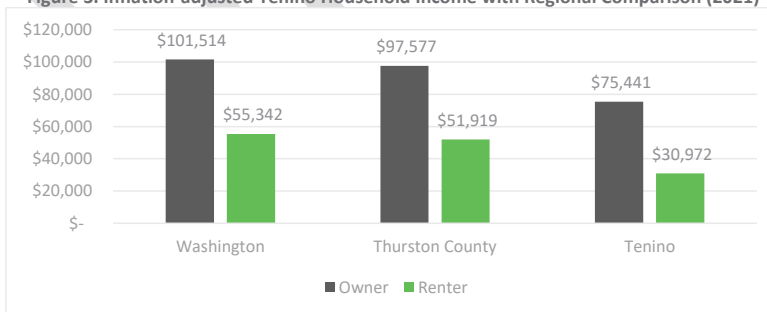
The housing in Tenino is largely considered historic (more than 50 years old) with a mix of more recently constructed homes, as explained in the HNA. Just under 63% of the buildings in Tenino were built more than 50 years ago. While older buildings may contain lead paint and present ongoing maintenance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

Figure 3. Inflation-adjusted Tenino Household Income with Regional Comparison (2021)

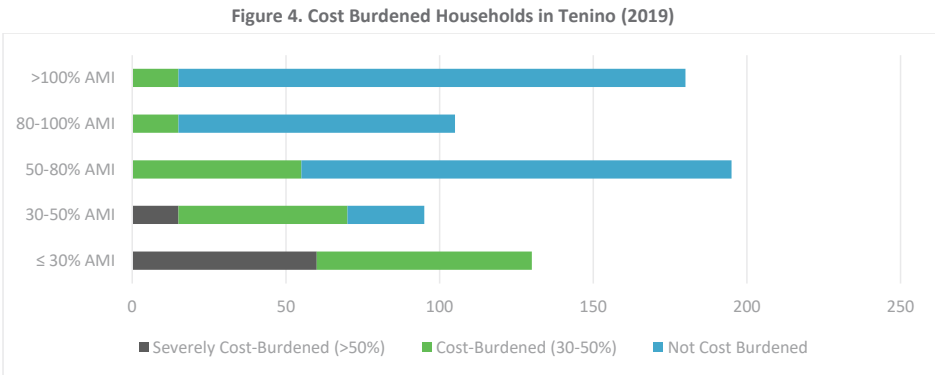


Source: City of Tenino Housing Needs Assessment (2023)

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.

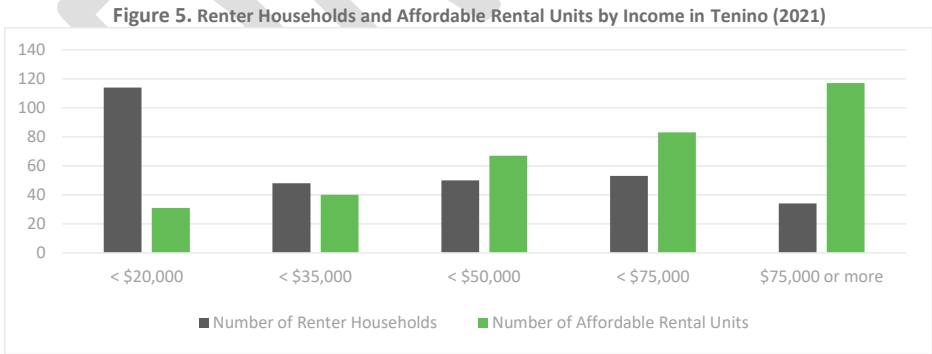
Figure 4 shows that Tenino’s most cost-burdened households are also those earning the lowest incomes. The majority of households earning less than 30% AMI are also severely cost-burdened. Overall, nearly 11% of Tenino’s households are severely cost-burdened. Those residents fall in the lower end of the 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.



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.

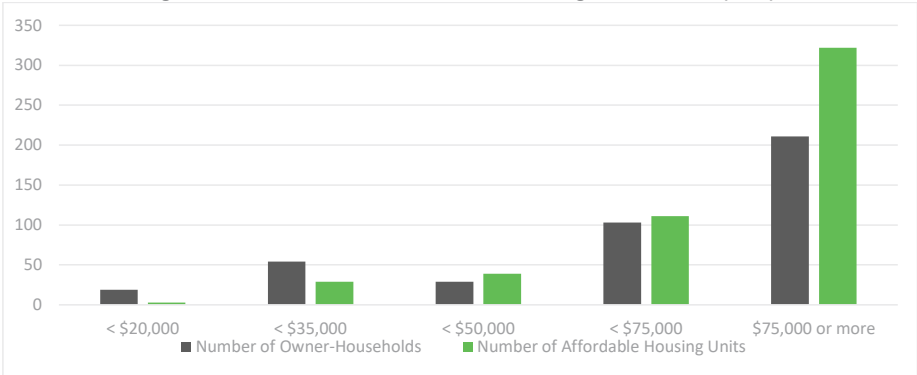


Source: City of Tenino Housing Needs Assessment (2023)

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 5 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 5 and 6, 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 5. 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

Housing Units Needed to Accommodate Projected Population

Thurston County and the City of Tenino expect a population growth to 2,790 residents within city limits by 2045, as discussed in the Historic and Future Populations, previously. Using this projection, and ACS population data from 2021, the projection would account for an additional 832 residents over the course of twenty-four years. This projection can be used to estimate the number of housing units that will be needed in Tenino by 2045, as shown below.

Table 6. Estimated New Housing Units Required in Tenino (2021, 2045)

	2021 Estimates	2045 Projection
--	----------------	-----------------

Population	1,870	2,790
People Per Household	2.53	2.53
Households	725	1068
(5% Vacancy Rate)	-	53
Total Housing Units	772	1,168
New Housing Units Required	-	396

Source: 2023 Tenino Housing Action Plan

Another way of breaking down the housing unit projections is by type of structure. Table 10 represents the projections of housing unit needs if the City chose to keep the statistical proportions of 2021. Just over 65% of the City's housing units were 1-unit, detached (also known as Single Family residences (SFR)). If the same ratio is applied to growth by 2045, there would be a projected need of 712 SFRs by 2045 (an additional 208 units). The City's current zoning requirements use lot size area minimums and regulate residential density by site area and availability of utilities (such as sewer and water).

Table 7. Estimated Housing Units Required in Tenino by Type (2030-2045)

Units in Structure	2021		2030	2040	2045
Total Housing Units	772	%	1002	1082	1091
1-unit, detached	504	65.3%	654	707	712
1-unit, attached	5	0.6%	6	6	7
2 units	68	8.8%	88	95	96
3 or 4 units	11	1.4%	14	15	15
5 to 9 units	3	0.4%	4	4	4
10 to 19 units	108	14.0%	140	151	153
20 or more units	0	0.0%	0	0	0
Mobile home	70	9.1%	91	98	99
Boat, RV, van, etc.	3	0.4%	4	4	4

Source: 2021 American Community Survey 5-Year Estimates Table DP04

This analysis does not consider other potential changes in the housing stock, particularly loss of housing stock due to age or poor condition, which could increase the number of new units required. The City's average permit intake for housing units has fluctuated greatly over the last decade due to fluctuating need for multi-family structures. Though in recent years (aside from 2020, due to the onset of the COVID-19 pandemic) the overall number of permits has increased, the city will still likely see fluctuation based on demand from the increased population.

Goals, Policies, And Actions.

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

Commented [MP6]: 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.

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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.

Goal HS 6: Increase housing diversity and supply within urban growth areas to reduce greenhouse gas emissions and support environmental justice.

Policy HS 6.1 Increase or remove density limits in areas well-served by transit and other services within the urban growth area.

Policy HS 6.2 Allow middle housing types, such as duplexes, triplexes, and ADUs, on all residential lots.

Policy HS 6.3 Plan for and invest in capital facilities to accommodate infill development.

Policy HS 6.4 Maintain a stable urban growth area to reduce development pressure on rural and resource lands.

Goal HS 7: New multifamily, middle housing, and attached housing units are constructed near downtown and add vitality to the downtown historic district

Policy HS 7.1 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 HS 7.2 Encourage landowners and developers to consider the construction of multifamily housing, middle housing, or options such as townhomes near downtown.

Policy HS 7.3 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.

Chapter 4. Economic Development

This Economic Development Element serves as Tenino’s strategic policy guide for economic development over the next twenty years. It builds on an understanding of the city’s current economic conditions and future potential, providing a framework for decision-making that aligns with the goals outlined in Tenino’s vision statement.

The purpose of this element is to:

- Foster unity within the local business community
- Establish clear investment priorities
- Plan for a vibrant and sustainable economy
- Coordinate with existing plans and ongoing processes
- Promote, attract, and retain a diverse range of jobs and businesses to ensure a resilient employment base
- Celebrate and preserve Tenino’s historical and cultural heritage

The Growth Management Act’s (GMA) encourages jurisdictions to promote economic opportunity for all citizens, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the jurisdictions natural resources, public services, and public facilities.

Defining Economic Development

Economic development is the process of enhancing the economic well-being and overall quality of life for Tenino’s residents. This is achieved through job creation and retention, support for local businesses, attraction of new investment, and improvements to public infrastructure and services.

In the context of a city like Tenino, effective economic development requires strategic planning and collaboration among the City, regional partners, businesses, and community stakeholders. Key focus areas include leveraging Tenino’s unique local assets, revitalizing and promoting the downtown core, encouraging entrepreneurship, and ensuring access to workforce development, quality education, and affordable housing. Together, these efforts aim to build a strong, inclusive, and sustainable local economy.

Sustainable Economic Development

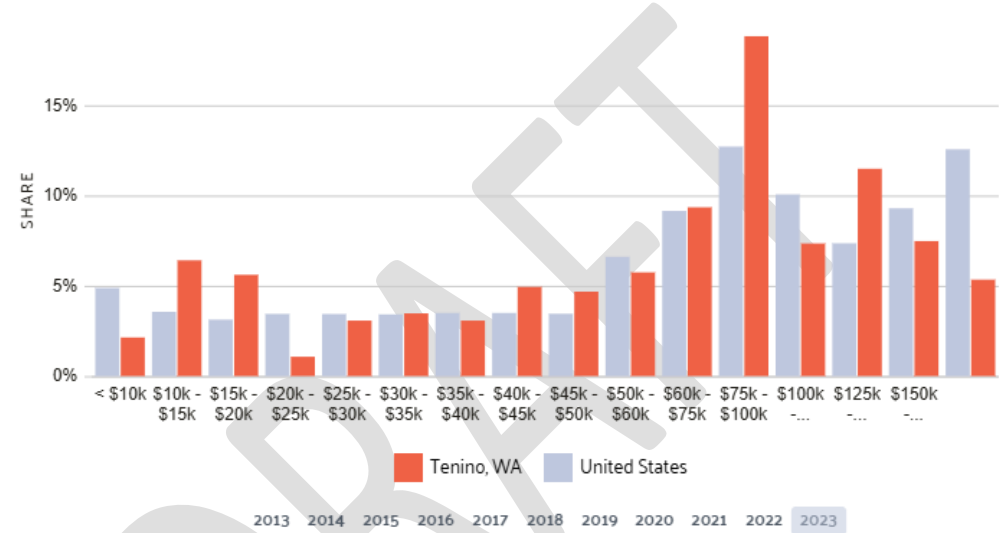
The City recognizes sustainable economic development as a critical priority for long-term community vitality. It is the City’s policy to actively support and collaborate with the Thurston Economic Development Council, the Thurston Regional Planning Council, and local developers to expand and diversify economic opportunities. These efforts extend beyond the Tenino city limits and aim to promote regional prosperity throughout South Thurston County, wherever feasible.

Economic Conditions

Income and Wages

In 2023, the median household income in Tenino, WA rose to \$75,438, up from \$63,654 the previous year, based on data from 749 households. Figure 9, below, illustrates how these households are distributed across various income brackets compared to national averages, with the largest share falling within the \$75,000 to \$100,000 range.

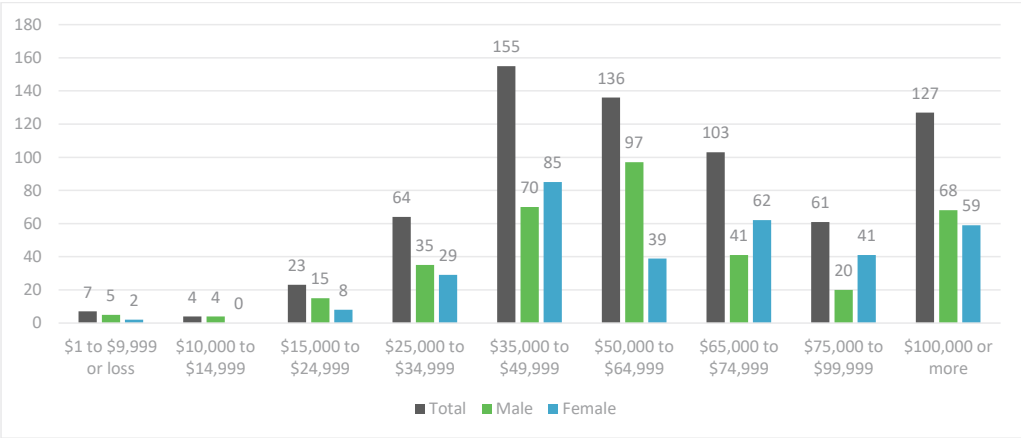
Figure 9. Household Income in Tenino and United States (2023)



Source: The Census Bureau, ACS 5-year Estimate, Datausa.io

In 2023, the median earnings for individuals in Tenino, WA aged 16 and over with earnings stood at \$44,207, according to the U.S. Census Bureau's ACS 5-Year Estimates. Among full-time, year-round workers, 680 individuals were reported, with a notable gender gap in earnings. Male full-time workers had a median income of \$49,313, while female full-time workers earned a median of \$40,938. This reflects a difference of over \$8,000, highlighting a persistent disparity in wages between men and women in the community.

Figure 10. Full-time Worker Earnings

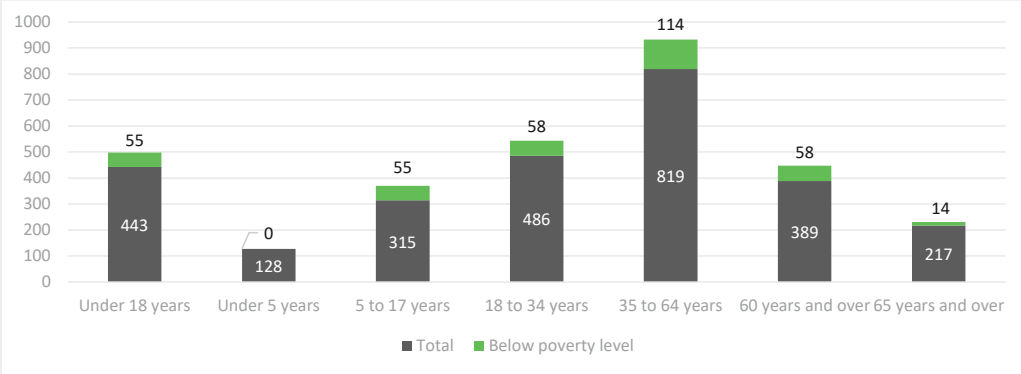


Source: The Census Bureau, ACS 5-year Estimate, S2001

Poverty and Unemployment

Out of 1,965 individuals in Tenino, WA for whom poverty status was determined, 241 were living below the poverty level in 2023—representing 12.3% of the population, according to the U.S. Census Bureau’s ACS 5-Year Estimates. Among children under 18, the poverty rate was slightly higher at 12.4%, with 55 individuals affected. This data indicates that poverty in Tenino affects both the general population and children at similar rates, underscoring the need for continued support and resources aimed at low-income families in the community.

Figure 11. Population Distribution and Poverty Status (2023)

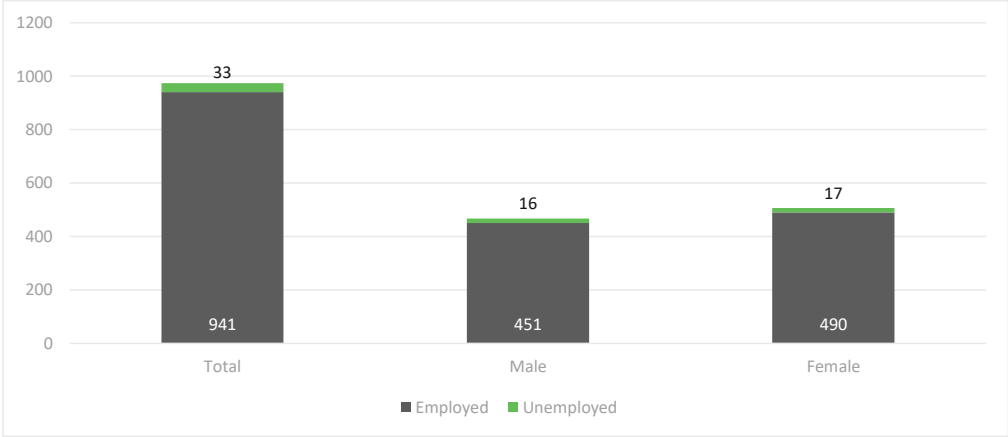


Source: The Census Bureau, ACS 5-year Estimate, S1701

According to Figure 12, approximately 974 individuals aged 16 years and over were identified as part of the civilian labor force in Tenino, WA. Of the 467 males in the labor force, 16 were reported as unemployed; none of these individuals were considered to be living below the poverty level. Among the 507 females in the labor

force, 17 were reported as unemployed, with approximately 47% of them classified as living below the poverty level.

Figure 12. Employment Status, Total and by Gender (2023)

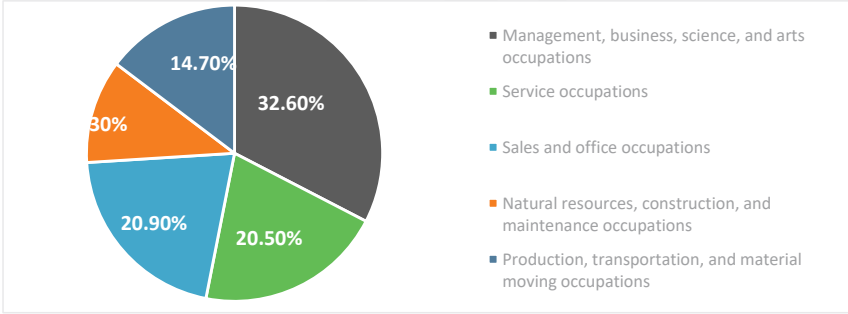


Source: The Census Bureau, ACS 5-year Estimate, S1701

Workforce Profile

As reflected in Figure 13, the largest occupational group among the employed population in Tenino falls within the Management, Business, Science, and Arts category, as classified by the U.S. Census Bureau. Individuals in this group are most commonly employed within the Elementary and Secondary Schools industry. The second and third most common occupational categories are Sales and Office Occupations (20.9%) and Service Occupations (20.5%), respectively.

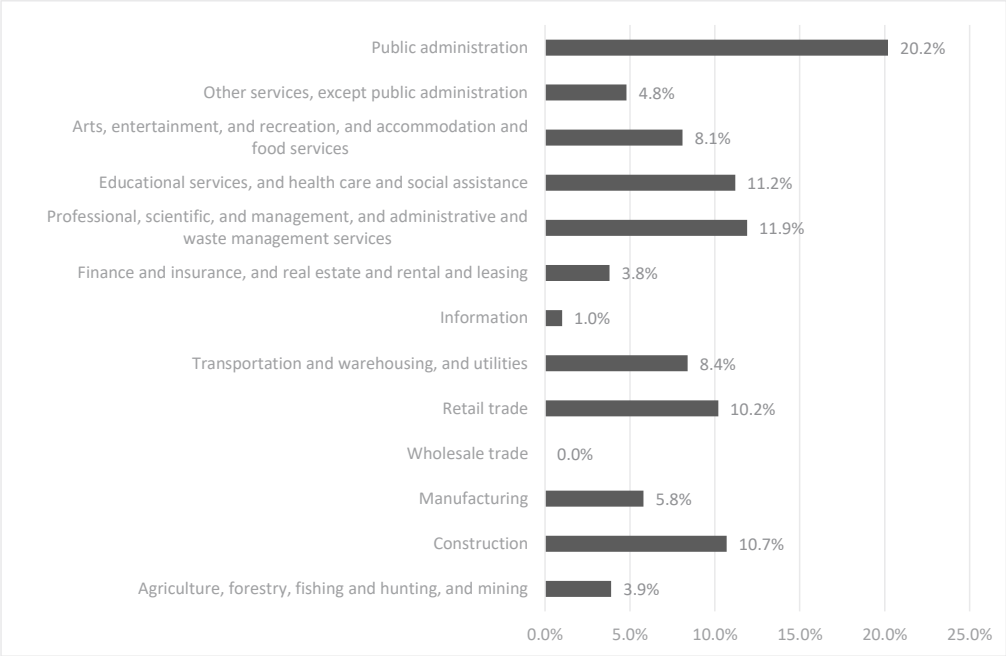
Figure 13. Occupation Type of Civilian Employed in Tenino (2023)



Source: The Census Bureau, ACS 5-year Estimate, DP03

Major Business Sectors

Figure 14. Civilians employed by Industry in Tenino (2023)



Source: The Census Bureau, ACS 5-year Estimate, DP03

The City of Tenino’s largest share of industry employment is in Public Administration, accounting for 20.2% of the workforce. This is followed, at a significantly lower rate, by employment in Professional, Scientific, and Management Services, including Administrative and Waste Management Services (approximately 12%), and in Educational Services, Health Care, and Social Assistance (approximately 11%).

The City’s Arts industry—comprising Arts, Entertainment, and Recreation, along with Accommodation and Food Services—accounts for a relatively modest 8.1% of overall employment. However, this figure does not fully reflect the broader impact and cultural significance of the arts and recreation sector in Tenino. The community is home to a rich and active arts scene that extends beyond traditional employment metrics, including local artists, artisans, and recreational opportunities that contribute significantly to the city’s identity and vibrancy. As such, while the formal employment data may suggest a smaller industry presence, the arts and cultural sector in Tenino represents a far greater influence in terms of community value, visitor draw, and potential for future economic development.

Economic Development Resources

Bountiful Byways

Tenino has the honor of being along the 60-mile loop within Thurston County called the Thurston Bountiful Byway. This loop provides authentic agritourism experiences, outstanding scenery, friendly towns, and existing recreational adventures.

<https://www.experienceolympia.com/things-to-do/roadtrippers/thurston-bountiful-byway/>

Small Business Development Center (SBDC)

The Small Business Development Center (SBDC) is a program dedicated to promoting economic growth in the community. They provide confidential one-on-one consulting to assist with business start-ups, growth, loans, marketing, government contracting, technology, and more. They have resources that can assist to start, grow, and manage a business, and their services are at no cost.

The SBDC also offers low-cost training events and workshops that help strengthen business knowledge and immediately apply it to business plans.

<https://wsbdc.ecenterdirect.com/>

South Thurston Economic Development Initiative (STEDI)

The South Thurston Economic Development Initiative or STEDI is a consortium focused on long-range economic and community development in the rural areas of Thurston County. The Initiative connects the collective strengths and resources of participating South Thurston communities with strategic community partners to identify and implement efforts that will meet South Thurston's economic and community development goals.

The City of Tenino is a participating community, STEDI meets on the third Friday of every month at 8:00 AM via Zoom. Other strategic partners include the Confederated Tribes of the Chehalis Reservation, Community Foundation of South Puget Sound, Experience Olympia & Beyond, Nisqually Indian Tribe, among others.

<https://thurstonedc.com/stedi/>

Thurston EDC

The Thurston EDC and Center for Business Innovation was created in 1982, and has a mission to create a dynamic and sustainable economy that supports the values of the people who live and work in Thurston County. At their foundation they support through three main principles: Recruit, Retain, and Expand.

<https://thurstonedc.com/>

Thurston Investment Network (ThINk)

ThINk is a membership-based network. Through the Thurston Investment Network (ThINk), people with a desire to have a local component to their investment portfolio have an opportunity to connect with local business owners who need capital.

<https://thurstonedc.com/think/>

Grant Programs

Community Development Block Grant (CDBG)

Administered by the Department of Commerce. Cities and towns with less than 50,000 in population. Projects must primarily benefit low-moderate income persons. For housing rehabilitation, economic development, infrastructure, community facilities, planning, and public services projects.

<http://www.commerce.wa.gov/serving-communities/current-opportunities/community-development-block-grants/>

Community Economic Revitalization Board (CERB)

CERB provides local governments low-interest loans and some grants to help finance public facility projects needed for private sector expansion and job creation.

<http://www.commerce.wa.gov/building-infrastructure/community-economic-revitalization-board/>

Energy Saving Performance Contracting (ESPC)

Washington General Administration program that assists colleges, cities and towns, counties, school districts, hospital districts, library districts, port districts and more with selecting and financing solutions for building energy upgrades for energy saving projects such as: energy management systems, interior and exterior lighting, boiler replacement and repair of steam distribution systems, high efficiency HVAC systems, LED traffic systems, wastewater treatment plant pumps and motors.

<http://www.des.wa.gov/services/facilities/Energy/ESPC/Pages/default.aspx>

Public Works Board: Public Works Trust Fund (PWTF)

Provides financial and technical assistance to communities for critical public health, safety, and environmental infrastructure.

<http://www.pwb.wa.gov/>

Recreation and Conservation Funding Board (RCFB)

The Recreation and Conservation Office (RCO) is a small state agency that manages five boards and offices tasked with creating outdoor recreation opportunities, protecting the best of the state's wildlife habitat, conserving working farms and forests, recovering salmon from near extinction, and coordinating the state's response to invasive species.

This collection of boards and offices provides leadership, funding, and technical assistance to local communities, state and federal governments, and others.

<https://rco.wa.gov/recreation-and-conservation-office-grants/>

Transportation Improvement Board Urban and Rural Programs (TIB)

The TIB distributes grant funding to cities and counties for transportation projects.

<http://www.tib.wa.gov/>

Transportation Programs (WSDOT & FHA)

WSDOT administers funding for the following programs: Bridge, Transportation Enhancement, Pedestrian and Bicycle Safety, Safe Routes to School, Public Transportation and Mobility, and other transportation related programs.

<http://www.wsdot.wa.gov/localprograms/ProgramMgmt/funding.htm>

USDA Rural Development

Dedicated to improving the quality of life and expanding the economic opportunity for rural American by providing various loan and grant programs to help meet the diverse needs of small rural communities for housing, businesses, and critical infrastructure.

Community Facilities Direct Loan & Grant Program

<http://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program/wa>

Water & Waste Disposal Loan & Grant Program

<http://www.rd.usda.gov/programs-services/water-waste-disposal-loan-grant-program/wa>

Business & Industry Loan Guarantees

<http://www.rd.usda.gov/programs-services/business-industry-loan-guarantees/wa>

Washington Department of Commerce

Growth Management Grants

Emerging Issues Grants are to provide financial assistance to local governments for projects that are critical to implementing their comprehensive plan under the Growth Management Act outside of other Growth Management Services grant funding cycles. Funding availability is contingent on allocation by the legislature.

<http://www.commerce.wa.gov/serving-communities/growth-management/>

Washington Department of Ecology

Ecology grants and loans include funding for: air quality, coastal zone management, environmental education, flood control, shoreline management, spill response, waste management, water quality, and watershed management.

<http://www.ecy.wa.gov/funding/explore-funding.html>

Business Licensing

To maintain compliance with municipal regulations and support equitable economic development, the City of Tenino requires all entities conducting business within its city limits to obtain a valid business license. This requirement applies to all types of businesses, including home-based enterprises, internet-based operations, and any business activity transacted within Tenino—regardless of whether the business maintains a physical presence in the city.

Business licenses for Tenino are issued through the Washington State Department of Revenue and are administered as a local "endorsement" to the State Business License. When applying for a new state license—

or renewing an existing one—business owners will be prompted by the online licensing system to select all Washington jurisdictions in which they operate, including Tenino. This process ensures that businesses are properly registered and in compliance with local requirements.

Business and Occupation (B&O) Tax

In alignment with state practices, the City of Tenino imposes a Business and Occupation (B&O) tax on certain businesses operating within city limits. This tax is assessed directly on gross income generated by business activities conducted in Tenino and is not passed on to customers.

The B&O tax rate is 0.2% (two-tenths of one percent) of gross income. Businesses are subject to this tax if their gross revenue exceeds \$20,000 annually or \$5,000 per quarter. Businesses that meet or exceed these thresholds are required to file and remit the appropriate tax on a quarterly basis.

All businesses—regardless of whether tax is owed—must file a quarterly B&O tax return. Failure to submit a required return constitutes a misdemeanor under city ordinance.

Detailed filing instructions, forms, and additional resources are available in the supporting documents referenced in this plan. This tax structure helps ensure all businesses contribute equitably to the public services and infrastructure that support the local economy.

Goals and Policies

Goal ED 1: Promote Tenino’s identity and actively influence the future character of the City to enhance the available economic opportunities.

Policy ED 1.1 Ensure consistent comprehensive branding and marketing that highlights the unique identity, strengths, and offerings of the City of Tenino, fosters civic pride, attracts visitors, residents, and businesses while enhancing the city’s reputation and visibility.

Action: Develop and implement a comprehensive branding and marketing plan.

Policy ED 1.2 Maintain/implement programs for community improvement

Policy ED 1.3 Encourage preservation and adaptive reuse of the historic building inventory

Policy ED 1.4 Promote tourism/visitor opportunities throughout the community (especially in the central business district)

Policy ED 1.5 Encourage new businesses that cater to local residents’ needs; work with Thurston EDC, Bountiful Byways, and other organizations to promote these businesses

Goal ED 2: Support the development of small businesses and cottage industries, which can contribute to Tenino’s economic diversity.

Policy ED 2.1 Review regulations on home-based industries and provide for those industries in appropriate zoning districts.

Policy ED 2.3 Promote the concept that buying from local businesses is a way to strengthen the local economy.

Goal ED 3: Collaborate with other partners to maximize economic opportunity.

- Policy ED 3.1** Collaborate with neighboring jurisdictions
- Policy ED 3.2** Support local/regional economic development efforts
- Policy ED 3.3** Collaborate with local economic development organizations to create new and maintain existing living-wage jobs

Goal ED 4: Broad variety of employment opportunities offering diverse retail, commercial, and entertainment options for the community

- Policy ED 4.1** Identify and implement incentives to increase business diversity including offering tax breaks, grants, or reduced permitting fees or regulations to attract a wide range of businesses.
- Policy ED 4.2** Encourage zoning policies that support a mix of commercial, retail, entertainment, and residential spaces to help create dynamic neighborhoods with local jobs.
- Policy ED 4.3** Encourage incubators, coworking spaces, and seed funding programs to support local entrepreneurs in various sectors.
- Policy ED 4.4** Streamline short-term permits for pop-up shops, local markets, or food trucks, lowering the barrier to entry for small business owners.

Goal ED 5: Trained/skilled local work force providing talent for local businesses

- Policy ED 5.1** Partner with local colleges, trade schools, and nonprofits to provide training in retail management, hospitality, tech, trades, and creative fields.
- Policy ED 5.2** Establish youth-focused job programs that connect students to internships or part-time work in commercial and entertainment sectors.
- Policy ED 5.3** Encourage or require inclusive hiring practices for new businesses receiving city support or locating in city-sponsored developments.

Goal ED 6: *Align local economic development with climate resilience and GHG reduction by supporting green industries, clean technologies, and low-carbon business practices.*

- Policy ED 6.1** Support small businesses and entrepreneurs that reduce emissions, enhance sustainability, or increase circular economy practices.
- Policy ED 6.2** Promote purchasing from local businesses to support economic development and reduce emissions associated with the transportation, production, and distribution of goods and services.
- Policy ED 6.3** Grow the local economy through low-impact tourism that supports natural resource conservation and climate goals.
- Policy ED 6.4** Promote local industrial development to support a circular economy that increases demand for reused and recycled materials and reduces demand for new raw materials and their embodied carbon emissions.

Commented [MP8]: High Priority from CPE

Commented [MP9]: From CPE

Goal ED 7: *Ensure that the local economy is resilient to climate disruptions and fosters business opportunities associate with climate mitigation and adaptation.*

- Policy ED 7.1** Ensure that the City of Tenino’s Comprehensive Emergency Management Plan responds to the impacts of climate change and identifies roles and responsibilities to support a sustainable economic recovery after a disaster.
- Policy ED 7.2** Support local businesses’ efforts to bolster climate preparedness and continuity of operations.
- Policy ED 7.3** Facilitate a green jobs pipeline for frontline communities.
- Policy ED 7.4** Support workers displaced from carbon-intensive industries.

Goal ED 8: *Downtown Tenino continues to be the historic and retail center of Tenino.*

- Policy ED 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 ED 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 ED 9: *Draw people into downtown and historic district with events.*

- Policy ED 9.1** 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 ED 9.2** Encourage outdoor cafes, pedestrian spaces, and seating on side streets, back alleys, and unique places on the front or sides of buildings.
- Policy ED 9.3** 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 ED 9.4** 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.

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Commented [MP11]: Based on goal and concept from Page LU-5

Chapter 5. 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 are included as 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

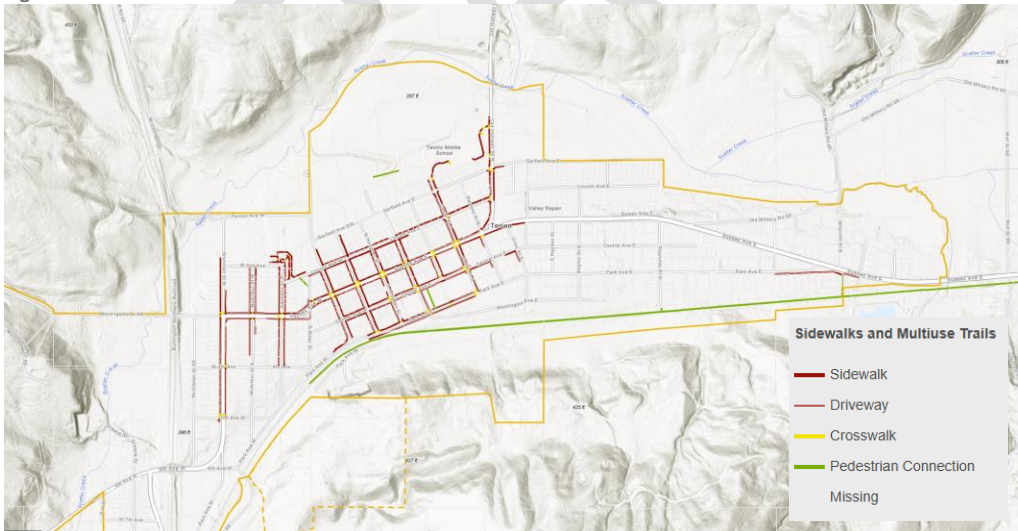
The Yelm-Tenino Trail, the City's network of sidewalks, and the Tenino's flat topography make the community a great place to travel by foot. Emphasizing these strengths will aid downtown Tenino in its continued development as the City's economic and social heart and soul. Though it does not fully function 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 8. Needed Pedestrian Improvements in Tenino

Deficiency	Recommended/Action/Improvement
Sidewalk System	
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
Trail System	
Neighborhoods without sidewalks, but close to the Yelm-Tenino trail	Enhance connections/create gateways to the trail
Downtown	
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 15. 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 9. Street Types

Street	Length (Miles)	Maintenance Responsibility	Improvement Responsibility
Minor Arterial			
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
Major Collector			
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 th Street to SR 507)	1.39	City	City
6 th 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
Local Access			
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.

Table 4.2 Levels of Service		
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 16: Artist Rendering of Old Highway 99/Sussex Intersection



Source: KPG, Inc.

Figure 17: 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

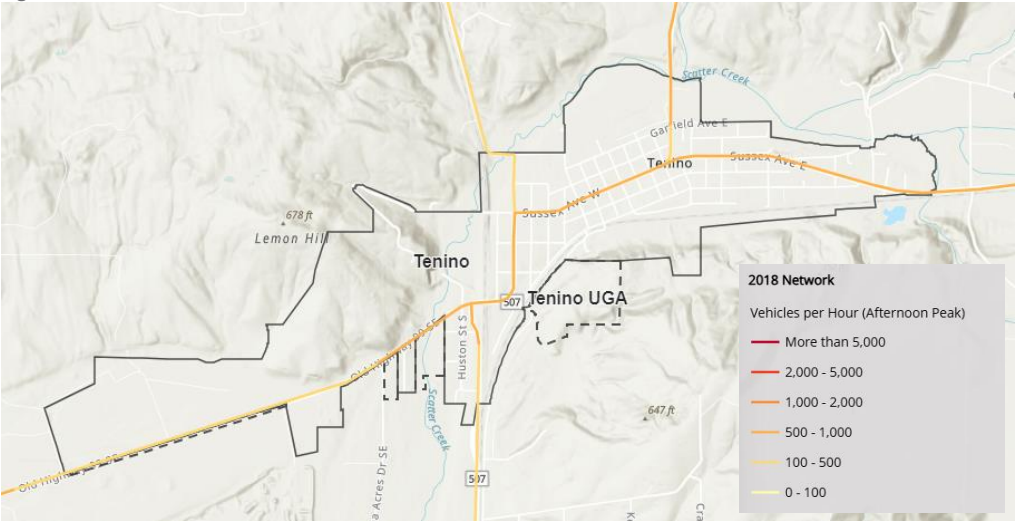
Improvements to the Sussex Avenue streetscape through downtown Tenino are desirable and needed. At present, the road is primarily oriented toward automobile travel with few desirable pedestrian or aesthetic amenities that support economic vitality of the downtown business district. Over the planning 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 18: 2018 Baseline Travel Demand Model



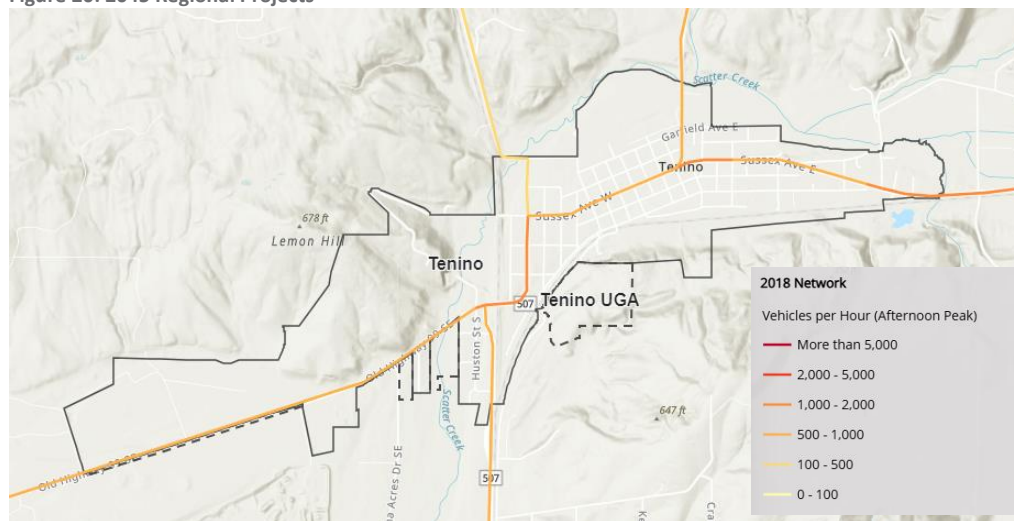
Source: Thurston Regional Planning Council, Travel Demand Model

Figure 19: 2045 Funded Projects Travel Demand Model



Source: Thurston Regional Planning Council, Travel Demand Model

Figure 20: 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 10. 2025 to 2030 TIP (in order of priority)

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

	and G4, along Old 99 from the west City limits to the intersection of 6th Street with Park Avenue				
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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.

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

Climate

Goal GG 11: *Reduce vehicle miles traveled to achieve greenhouse gas reduction goals.*

- Policy GG 11.1** Implement multimodal transportation planning to reduce single-occupancy vehicle dependence and greenhouse gas emissions.
 - Action:** Work with other jurisdictions to plan, fund, and implement multijurisdictional projects necessary to meet shared transportation needs.
- Policy GG 11.2** Prioritize and promote public transit expansion and use through coordination of land use and transportation planning.
- Policy GG 11.3** Implement travel demand management (TDM) programs and strategies.
- Policy GG 11.5** Address active transportation and other multimodal types of transportation options in concurrency programs -both in assessment and mitigation.

Goal GG 12: *Expand electric vehicle infrastructure.*

- Policy GG 12.1** Require electric vehicle charging infrastructure in all new and retrofitted buildings.

Chapter 6. Capital Facilities

The City of Tenino owns, maintains, and operates multiple Capital Facilities including community buildings and facilities, park and recreation facilities, stormwater management, water systems and wastewater treatment systems. To maintain and improve City services while also accommodating orderly growth, the City of Tenino anticipates significant investment in capital facilities into the next 20-year planning horizon. This chapter will provide an inventory of existing capital facilities, discuss a forecast of needed capital facilities needed to help accommodate future growth and provide the proposed locations and capacities of any expanded or new capital facilities. This chapter will also address any Capital Improvement Projects forecasted for the next 6-year planning period as well as any projects that extend up to the 20-year planning horizon with financing and potential funding sources provided.

Community streets and pedestrian facilities are addressed as part of Chapter 4 along with any Transportation Facilities related to Capital Improvement Projects.

Community Buildings and Facilities

Existing Facilities & Forecasted Needs

The City of Tenino contains a number of publicly-owned buildings. These buildings are described below. Proposed expenditures for City buildings are presented in the Capital Improvement Program.

Tenino City Hall

Tenino City Hall occupies the former quarry house for the Hercules Sandstone Company. Built in 1907 with local Tenino sandstone, the building was donated to the City and moved to its current location in 1922. In 1950, a concrete block addition on the south side of the building was constructed. The building features rough-cut sandstone masonry on the first floor with smooth-cut sandstone on the second floor, and the hipped roof has broad eaves.

City Hall contains many of the public offices, as well as the City Council Chambers and the municipal court for the community. The building was extensively renovated in 1987 and brought into compliance with the American Disabilities Act in 2011 and 2012. Over the next 20 years, the building will likely require a new roof, carpets and flooring, as well as improvements/repairs to the sandstone masonry.

Tenino Police Station (John Dowies Memorial Building)

Located on McClellan Avenue, the Tenino Police station was constructed in 1996 and is in good condition. As of 2023, the Tenino Police Department consisted of one full-time Police Chief, four full-time Police Officers, one full-time Police Clerk, and three reserve Officers. Under the terms of an interlocal agreement with the Tenino School district, the Police Department provides a school resource officer to the district. The Police Station also contains an evidence storage building.

Tenino Library

The Tenino Timberland Regional Library building was donated to the city and remodeled for its current use in 1987. The city expanded the building around 1990, and the library went through several improvements and upgrades in 2021. The improvements included new shelving, office space, furniture, and interior paint.

Operational costs of the Tenino Timberland Regional Library, including staffing and materials, are funded by the Timberland Regional Library system. The City of Tenino owns the building and funds utilities, janitorial service, and maintenance of the structure.

Tenino Train Depot Museum

The Tenino Train Depot, a structure on the National Register of Historic Places, was constructed in 1914 along the Northern Pacific railroad line. The building was moved to its present location in City Park in 1975 and has been operated as a volunteer-run museum since 1979. The building was recently upgraded with a new electric heat pump and insulated flooring as part of a grant the City received.

The Tenino Train Depot is owned by the City of Tenino, and the museum is operated by a non-profit 501(c)3 organization. The City of Tenino funds building insurance and utilities for the structure and does not collect any rent for the use of the building.

Ticknor School

The historic Ticknor one-room schoolhouse was built in the Skookumchuck Valley in 1934. The building was moved near the Tenino Train Depot Museum in 2002 and extensively renovated between 2002 and 2012. The historic school opened to visitors in 2012 and is available for tours by Tenino Train Depot Museum patrons.

Quarry House

The Quarry House, constructed as the office of the Tenino Sandstone Company (in approximately 1900), is located at the west end of Tenino City Park, near the Tenino Train Depot Museum and War Memorial (Quarry) Pool. The building is a rectangular one-story wood frame structure with a hipped roof that extends over the northwest portion of the building to cover a front porch. Stairs to the porch are made of sandstone and the roof of the entryway is supported by round rough-cut sandstone pillars.

The Quarry House functions as a community gathering space for Tenino and is rented by individuals interested in utilizing the space. The building went through a series of renovations and improvements in the early 2000s and in 2013.

Tenino Park Restrooms

Two restroom facilities serve Tenino City Park. These restrooms are not heated, are not designed for ADA accessibility, and are currently in poor condition. The facilities are small and insufficient to meet current needs. The City anticipates replacing the structures with facilities that contain additional toilet stalls, and shower facilities in the restroom nearest to the campground.

City Park Concession Stand

The City Park concession stand, constructed in 1995, offers a location to sell food to park patrons. The concession stand also houses some maintenance equipment and includes restroom facilities. The facility is rented out for a nominal price during the baseball and soccer season. Although it is in good condition, the roof will likely need to be replaced in the next 20 years. The City is considering converting an existing toilet stall to a shower facility to promote camping at the park should also be.

Public Works Shop on Park

The Park Avenue Public Works shop was constructed in 2007. The pole framed structure houses machinery and workspace for public works employees and is in good condition, though another building for equipment storage may be desirable in the future.

Food Warehouse

The food warehouse, constructed in 2007, offers space for non-profit organizations to store food in the community. The pole framed structure is in good condition, though the facility does not contain any water or bathroom facilities. The warehouse is located directly east of the Public Works Shop on Morningside, and experiences little use at present, though improvements such as bathrooms or a sink could encourage the further use of the facility. An asphalt parking lot may be desired in the future should the use of the facility increase or change.

Well and Pump Houses

Municipal wells and pumps are situated in buildings located near Tenino Middle School. These buildings are in good condition. Additional ventilation in areas where treatment chemicals are stored should also be considered.

Wastewater Treatment Buildings

Two buildings constructed in 2009 support the operation of the Tenino Wastewater Treatment Plant. One of the buildings houses the laboratory needed to test water treated at the wastewater treatment plant and the other houses the mechanical equipment necessary to run the plant. The structures are relatively new and are not anticipated to need significant upgrades over the next 20 years.

Dog Kennel at Reservoir

The dog kennel at the reservoir was constructed in the 1990s. The facility houses lost dogs and would benefit from better lighting, heat and potentially some outdoor kennels over the next couple of years. However, city staff have expressed interest in preferably constructing a new Dog Kennel near the Public Works building, and demolishing the existing Dog Kennel located at the Reservoir.

Facilities Provided by Other Entities.

In addition to these buildings and facilities, the following public agencies have facilities in the City of Tenino.

Fire and EMT Services

The City of Tenino joined the South Thurston Fire and EMS on January 1, 2018. The city is serviced by Station 41 of the South Thurston Fire and EMS. The district has 6 full time firefighters/EMT’s and is supported by 28 volunteers. The South Thurston Fire & EMS has four stations serving a 76 square mile area, including a main station located directly south of Tenino City Hall. The district is approximately 75% volunteer firefighters and is overseen by three elected Fire Commissioners. The city does not provide any Fire or Emergency Medical Services.

Tenino Schools

The Tenino School District consists of Parkside Elementary (K-2), Tenino Elementary (3-5), Tenino Middle School (grades 6-8), and Tenino High School (grades 9-12). Parkside Elementary was built in the 1930s and extensively remodeled in the late 1980s. The other three schools were built in the 1970s. The schools are in various states of disrepair and the school district passed a Capital Projects Replacement Levy in February of 2022 that will help cover needed maintenance to the facilities and any necessary enhancements to accommodate the anticipated growth of the school district.

Community Buildings and Facilities CIP and Funding Sources

The table below outlines the current proposed Capital Improvement Projects for Parks and Recreation Facilities for the 20-year planning horizon for the City of Tenino and potential funding sources.

Table 5.1: Community Buildings and Facilities CIP				
Projects	Description	Schedule	Estimated Cost (\$2024)	Funding Source
Police Station Security Enhancements & Parking Lot Paving	Improvements to Police Station security and paving the police station parking lot	XX	\$26,000	General Fund, CI Fund, Grants/Loans

Commented [ZG12]: Do you know a potential schedule and cost for the projects missing the information?

Train Depot Museum	Construction of a new Train Depot Museum	2030	\$2,000,000	General Fund, CI Fund, Grants/Loans
Quarry House Roof Replacement	Roof replacement on the Quarry House	2030	\$30,000	General Fund, CI Fund, Grants/Loans
Public Works Additional Storage Building	Construction of an additional Storage Building	2030	\$60,000	General fund, CI fund, grants/loans
New Dog Kennel	Construction of a new dog kennel near the public work building	XX	XX	General fund, CI fund, grants/loans

Parks and Recreation Facilities

Parks, recreation, and open space are important community assets, and open space has been identified by its citizens as an important component of Tenino's small city. Changes in the community, especially the anticipated population growth associated with the sewer installation, will impact the community's needs for parks. It is therefore important to set a definite direction for the future development of parks to help preserve the character of the community.

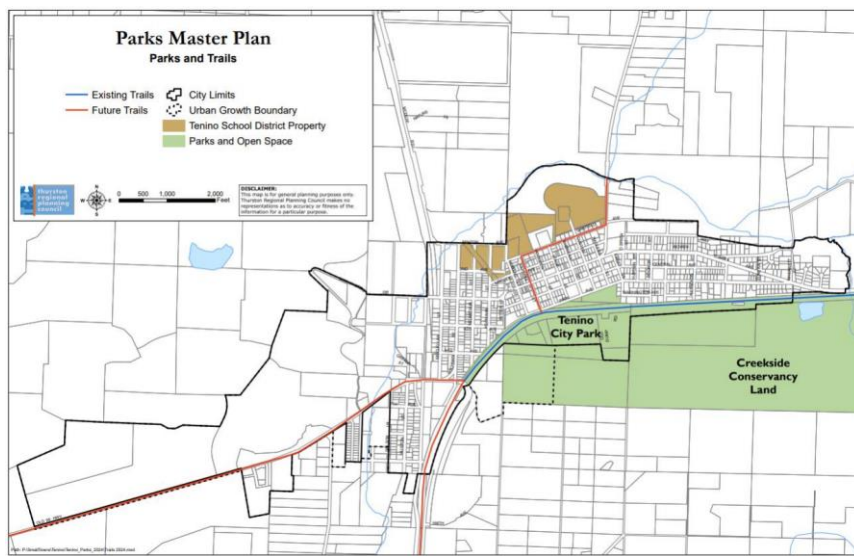
Existing Facilities & Forecasted Needs:

The primary recreational amenity for the city is the Tenino City Park. Comprising approximately 115 acres the park includes the following facilities:

- Quarry Memorial Pool - a cold-water wading pool, splash pad and "lake" within an old sandstone quarry. Features small restroom facility and a natural pond area.
- Tenino Depot Museum – former train depot building and support buildings.
- Ticknor School – historic schoolhouse moved next to Tenino Depot Museum.
- Quarry House – former quarry office building used as a Community Center.
- Campground – multiple campsites with designated or open field camping and restrooms.
- Playground in the "Old Park" for younger children.
- Ball Field Facility – support facility with restrooms for Little League Fields.
- Main Playground and Pump tracks- Upgraded in 2023. Features a restroom facility.
- New Park addition of 60+ acres of passive use conservation land.
- Yelm-Rainier-Tenino trailhead with bike station and kiosk.
- Two (2) Picnic Shelters

- Veteran's Memorial Wall

Figure 21. City of Tenino Parks and Recreation Facilities



The forecasted needs for the City of Tenino Parks and Recreation Facilities will depend on Level of Service (LOS) goals that should be identified through strategic community planning and communication. Some areas outlined in the 2024 Parks and Recreation Plan that should be addressed in the future include:

- Development of a plan to provide sustainable funding for the Quarry Memorial Pool.
- Improve the campground by creating specific sites for tents and RVs and adding cabin rentals to offset the need for accommodations for visitors to Tenino.
- Development of a plan for the City Park to connect trails with adjacent properties such as the Creekside Conservancy Wildlife Preserve. These trails can be both recreational and educational in nature.
- Create trail maps and trailhead signage for the Kiosk and at trailheads.
- Pursue new projects such as, but not limited to, creation of pocket parks, or the opening of the Natural Area by the Quarry Pool
- Continue improvements at the Community Complex (Quarry House, Museum and Quarry Pool). Most notably create parking, drop-off areas, improve utilities, bathhouse addition, and opening of natural areas for recreation and private event rental (pool funding source).
- Identifying and pursuing potential funding sources to achieve the goals outlined in this plan.

- Enhancing and maintaining existing facilities to increase the likelihood of usability and thus revenue. For instance - the soccer fields, campground, and pool.
- Continue to improve recreational sport amenities like ballfields and facilities. Also, basketball in the area vacated by the old playground.
- Increasing public safety of the parks system by pursuing projects such as new fencing above the quarry pool, removing the switchback trail along the hillside and adding cameras.

Parks and Recreation Facilities CIP and Funding Sources

The table below outlines the current proposed Capital Improvement Projects for Parks and Recreation Facilities for the next 20-year planning horizon for the City of Tenino and potential funding sources.

Projects	Description	Schedule	Estimated Cost (\$2024)	Funding Source
Tenino Park – Restroom Building & Gazebo	Restroom and Gazebo Improvements	XX	\$1,019,699	XX
Tenino Park – Field 2 Skinned Infields & Natural Grass Fields	XX	XX	\$1,580,700	XX
Cultural Area Improvements	Improvements to the Veterans Memorial, parking, and pathways	XX	\$970,000	XX
Baseball & Pickleball Court	Construction of new baseball & pickleball courts	XX	\$47,000	XX
Phase 1 Trail & Campground Restroom Improvements	XX	XX	\$500,000	XX
City Park Concession Stand Shower Stall Conversion	Converting existing bathroom stall into a shower stall	2030	\$150,000	XX
City Park Campground Remodel	Campground improvements	2027	\$150,000	General fund, CI fund, grants/loans, RCO
City Park Quarry Pool Restroom Facility	Construction of restroom facility	2027	\$150,000	General fund, CI fund,

Commented [ZG13]: Do you know the estimated costs, schedule, and funding source?

	at the Quarry Pool			grants/loans, RCO
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Stormwater Management

Existing Facilities & Forecasted Needs

Tenino sits lower in elevation than much of the surrounding area. Storms generate heavy runoff from the surrounding hillsides, straining the capacity of Scatter Creek, raising groundwater tables, and causing localized flooding. Flooding and drainage problems carry surface pollutants into Scatter Creek and Tenino’s aquifer as well as damage streets, sidewalks, and buildings.

The City maintains a variety of storm drainage facilities to address these issues, but additional improvements can be made. Flows along Scatter Creek are impeded at the Burlington Northern rail line, where an inadequate culvert causes water to flow above the stream bank and onto Morningside Drive. Drainage issues are also present at Huston Street, Park Avenue, and Fifth Street.

Level of Service

Tenino’s stormwater management standards do not provide clear guidance for the City or developers and property owners. While standards are being developed, all new housing, commercial developments, and major remodels in the City of Tenino are required to provide stormwater management on site. Stormwater collection and disposal systems are required to be capable of containing a water volume equivalent to a 25-year, 24-hour storm event.

Concurrency ensures consistency in land use approval and the development of adequate public facilities as plans are implemented. It also prevents development that is inconsistent with the public facilities necessary to support the development. Concurrency for stormwater purposes is established at the point in the development process when impervious street surfaces are installed. Best management practices for water quality are required for all new stormwater outfalls and systems.

Stormwater Management CIP and Funding Sources.

The table below outlines the current proposed Capital Improvement Projects for Parks and Recreation Facilities for the 2025-2030 six-year planning horizon for the City of Tenino and potential funding sources.

5.3: Stormwater Management CIP				
Projects	Description	Schedule	Estimated Cost (\$2024)	Funding Source
Stormwater Management Plan	XX	XX	\$50,000	
Stormwater Drainage Improvements - Morningside	Install drainage to accommodate stormwater along the roadway	XX	XX	

Commented [ZG14]: Is this still a reoccurring issue?

Commented [MP15R14]: Yes, BNSF is looking to replace this year.

Commented [ZG16]: Do you know the Schedule and estimated cost for these projects?

Stormwater Drainage Improvements – Fifth and Park	Install a facility to store stormwater traveling from the hillside behind City Park to Fifth and Park.	XX	XX	
Stormwater Drainage Improvements – Houston Street	Install a facility to reduce flooding in the area.	XX	XX	
Stormwater Retention Facility Marion/Bognor to Scatter Creek	Add retention facility(s) to slow stormwater flows and allow pollutants to settle from the water.	XX	XX	
Culvert Resizing Along Scatter Creek	Attempt to collaborate with BNSF to install an adequately sized culvert.	XX	XX	
Scatter Creek Impediments Removal	Collaborate to remove impediments to Scatter Creek flows to help reduce flooding.	XX	XX	

In addition to these projects, the City of Tenino should consider the development of a stormwater management plan that identifies potential projects; this would represent a major component in establishing a stormwater utility should the City decided to pursue one. A Community Development Block Grant could be an appropriate source of funding for this type of project.

Water System

Existing Facilities & Forecasted Needs

The City of Tenino water system serves 710 customers and pumps roughly 4.1 million gallons of water per month. The community has groundwater rights for 270 acre-feet per year, with a maximum instantaneous pumping rate of 700 gallons per minute. Existing water rights are approved by the Department of Health to serve approximately 1,236 equivalent residential units (ERUs). An ERU represents the average amount of water used by a single-family dwelling. The measurement permits the comparison between commercial and multi-family water usage to that of a typical detached single-family dwelling.

As discussed in Chapter 3 of this plan, the number of dwelling units is anticipated to double over the 20- year planning period, exceeding the City's existing water rights. Without the acquisition of additional water, the City's continued growth will be impacted.

Water Source

The City of Tenino currently owns and operates two wells (Well No. 1 and Well No. 3) located near Tenino Middle School. Well No. 2 is located in the vicinity of the other two wells but is no longer used due to excessive sand production. Information about the wells are provided in Table 5.3 and Map CF-1. The wells pump water associated with Tenino's water rights which allow a maximum annual withdrawal of 270 acre-feet of water (approximately 87,979,886 gallons) at a maximum instantaneous withdrawal rate of 700 gallons per minute. The 2023 Water System Plan indicates that a new well site would improve source reliability and should be considered in conjunction with additional Water Rights Acquisition.

Table 5.4 Water Source Characteristics

	Well No. 1	Well No. 3
Installation Date	1967	1994
Depth	94 feet	93 feet
Installed Pump Capacity	300 gallons per minute	400 gallons per minute
Maximum Instantaneous Flow Rate	300 gallons per minute	400 gallons per minute
Maximum Annual Volume	196 acre-feet per year	74 acre-feet per year 196 secondary
Treatment	Sodium hypochlorite, pH adjustment for corrosion control	Sodium hypochlorite, pH adjustment for corrosion control

Water Storage

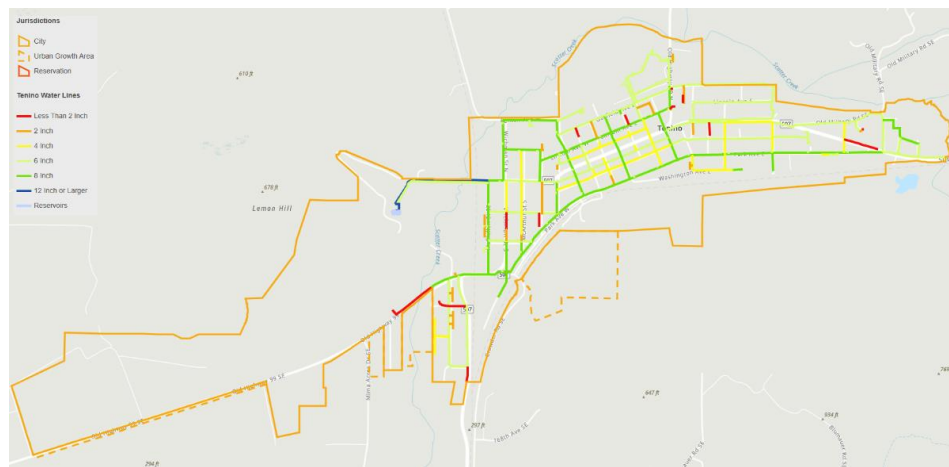
The City of Tenino has two existing glass-lined steel tanks located on Lemon Hill, west of downtown Tenino. The tanks, built in 1994, are in good condition and have a combined storage volume of approximately 550,000 gallons; storage capacity is likely adequate for the next 15 years. If a significant amount of development occurs in western Tenino as is anticipated additional storage capacity will likely be needed by 2028.

Water Distribution

The City of Tenino water system includes 16.3 miles of distribution pipes (see Table 5.4 and Map CF-1). Of these pipes, approximately 70% are asbestos cement (AC), 20% are polyvinyl chloride (PVC) or high-density polyethylene (HDPE), and less than 1% of the pipes are galvanized iron less than 4 inches in size; the galvanized iron pipes have a tendency to corrode and leak.

Pipe Size (inches)	Type of Pipe (in lineal feet)				Total
	PVC and HDPE	Asbestos Cement	Ductile Iron/Cast	Galvanized Iron	
14	-	-	280	-	280
12	-	-	1,964	-	1,964
10	-	-	-	-	-
8	7,856	20,775	774	-	29,405
6	6,259	24,550	4,239	-	35,048
4	2,74	12,204	114	-	12,592
< 4	3,201	123	70	3,580	6,974
TOTAL	17,590	57,652	7,441	3,580	86,263

Figure 22. City of Tenino Existing Water System



Projected Water Demand

Water consumption in Tenino has generally decreased since 2004. However, additional residential and commercial development combined with a reduction in the number of residential unit vacancies will see the water usage approach the City's allowed annual water right. Conservation measures may extend the available supply of water, but new water rights also need to be pursued in order to accommodate anticipated growth and demand. This is especially true of West Tenino.

Instantaneous Water Rights

Instantaneous water rights are sufficient for the next 15 years or so but is likely inadequate to address long term needs. Washington State law requires the instantaneous withdrawal rate (or total source capacity) to meet or exceed the estimated Maximum Day Demand for a community. According to the 2023 Comprehensive Water System Plan, the city of Tenino is anticipated to have an annual water right deficit starting in 2036. 2.1 gallons per minute more than the current water right.

Pursuing Additional Water Rights

The City of Tenino is located within the Upper Chehalis Watershed (Water Resource Inventory Area 23). According to the Washington State Department of Ecology (Ecology), "the Chehalis watershed is one of the most intensely farmed basins in Western Washington, and much of the water has already been spoken for." (Ecology Publication Number 11-11-027). In order to maintain and ensure adequate water quality and fish migration, water usage has been further restricted. In 2015, a severe drought caused Ecology to limit water rights holders from withdrawing water from the Chehalis basin. Although this affected primarily agricultural users, it highlights the difficulty in obtaining new water rights, even in an urban environment. If water rights are not secured in time to serve the additional growth, the City will work with the Washington State Department of Ecology to identify a solution, which may include water conservation projects and system improvements that reduce water leakage. Development of west Tenino relies on the developer bringing water rights; this may

slow the pace of the development.

Level of Service

The acceptable level of service for water utilities should be governed by the fire flow requirements found in the Uniform Fire Code. Concurrency for water supply purposes is established at the point in the development process when combustible materials are first introduced to the development site. In addition to these above projects, the Water System Plan contains additional information associated with water rates and conservation. These items are noted in the Goals and Policies for the City’s capital facilities.

UGA Expansion.

The City of Tenino considered a potential UGA expansion to the south of the existing city boundary, but in working with Thurston County, the county has opted to not expand the UGA during this planning period. However, the city holds it as an option for future consideration.

Water System CIP and Funding Sources

The table below outlines the current proposed Capital Improvement Projects for the Water System to be completed over the next 20 years. For a complete explanation of these projects, please refer to the City of Tenino 2023 Water System Plan adopted herein by reference.

Table 5.6: Water System CIP				
Projects	Description	Schedule	Estimated Cost (\$2024)	Funding Source
Water Rights Acquisition	Acquire new annual and instantaneous water rights. Implement at least 200 to 300 gallons per minute of additional source capacity as part of any significant development	2025-2030	\$10,000	General Fund
Small Diameter Pipe Replacement	Systematically replace all galvanized small diameter distribution pipes.	2025-2030	\$50,000	General Fund
200,000 Gallon Reinforced Concrete Water Reservoir	Construct a new reservoir to support UGA development.	TBD	\$1,660,000	Developer
Fire Hydrant Replacement Program	Annual Meter Replacement	2025-2030	\$7,500	General Fund
Water System Plan	Development of a water system plan	2033	\$100,000	General Fund
Drill New Well	Establish a fourth well	2035	\$200,000	General Fund

Wastewater Treatment System

Existing Facilities & Forecasted Needs

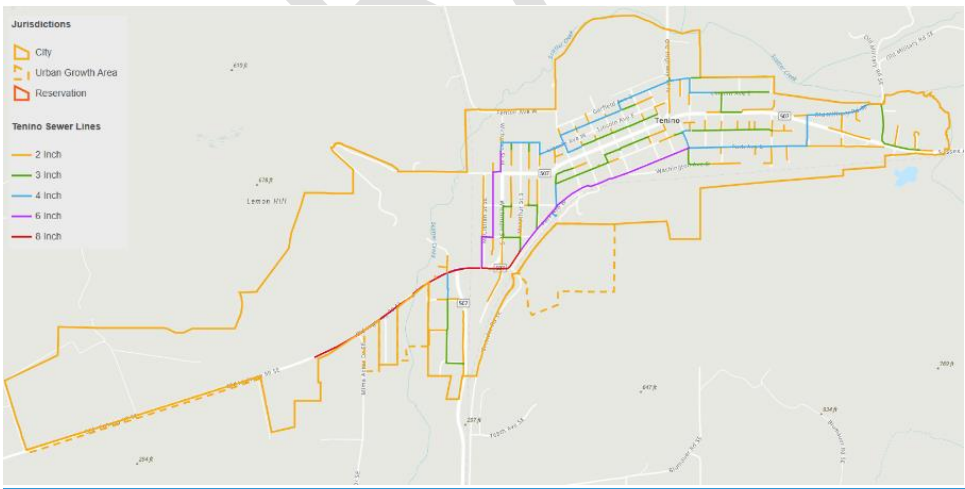
Wastewater treatment is provided to the majority of properties within the Tenino city limits. Grinder pumps, located on individual properties, grind the solids in the wastewater and pump the sewage to the wastewater treatment plant. Once the wastewater reaches the treatment facility, the sewage is filtered through the plant headworks to remove grit, an anoxic basin, aeration basins, and finally a series of membranes that separate the solid and liquid wastes and treat the water. Sludge is stored within a storage basin, and hauled to an appropriate disposal area as necessary. Treated water is placed in groundwater recharge basins.

The wastewater treatment system is designed to treat inflows between 230,000 and 330,000 gallons per day (see Figure 5.2). Pumps and basins have been sized to handle 330,000 gallons per day, but existing membranes are only sufficient to handle 230,000 gallons per day, the anticipated maximum monthly average flow at the time of development of the system. In 2012, average inflows ranged from approximately 78,000 to 87,000 gallons per day, with the maximum day reaching approximately 103,000 gallons in December 2012.

As of February 26, 2013, the City of Tenino had 630 active sewer connections, including commercial and residential properties. Assuming a maximum day demand at the sewer treatment plant of 103,000 gallons, a similar proportion of future uses (when compared to existing uses), and a maximum day demand of 163.5 gallons per day (the maximum day demand/630), the system has the potential to add 777 connections before reaching the capacity of 230,000 gallons per day.

As inflows near 230,000 gallons per day, Tenino will need to purchase and install more membranes to increase the capacity of the wastewater system.

Figure 23. City of Tenino Existing Wastewater Treatment System



Commented [ZG17]: Need updated numbers

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Commented [ZG19]: Need to update this.

Commented [ZG20]: What is the status of this?

Deficiencies and Recommended Improvements

Table 5.7 briefly describes the wastewater improvements likely needed over the 20-year planning period. While the system generally functions well, the City should consider how best to utilize the byproducts of the treatment system. These considerations should include how to best utilize the Class A reclaimed water generated by the wastewater treatment plant and dispose of the sludge created as a result of the cleaning process.

Level of Service

The acceptable level of service for the sanitary sewer collection system is a maximum of 75% of capacity. The acceptable level of service for treatment capacity for the wastewater treatment plant is a maximum 80% of capacity. Concurrency for wastewater treatment systems is established at the point in the development process when the system is installed and operational at the time of occupancy of the development.

Wastewater Treatment System CIP and Funding Sources

The table below outlines the current proposed Capital Improvement Projects for the Wastewater Treatment System to be completed over the next 20 years.

Table 5.7: Wastewater Treatment System CIP				
Projects	Description	Schedule	Estimated Cost (\$2024)	Funding Source
Wastewater Treatment Facility Fine Screen	Acquire fine screen for wastewater treatment	XX	XX	City Funds - Wastewater Capital Improvement, grants
Reclaimed Water Use	Implement reuse of reclaimed water	2032	\$500,000	Public Works Trust Fund, Ecology
Sludge Pumping	Investigate method to pump treated sludge instead of trucking off-site.	2026-2036	\$200,000	City Funds - Wastewater Capital Improvement, grants
Sludge Treatment	Pursue sludge treatment if viable	XX	XX	City Funds - Wastewater Capital Improvement, grants
Acquire Additional Treatment Membranes	Acquire additional membranes to accommodate plant treatment capacity up to .33mgd	XX	\$250,000 per membrane	City Funds - Wastewater Capital Improvement, grants

Commented [ZG21]: Do you know the Estimated Cost and Schedule for these projects missing information?

Impact Fee Facilities

The City of Tenino collects impact fees for eligible public facilities consistent with RCW 82.02.050–090, WAC 365-196-850, and TMC Chapter 25.04. Impact fees are used only for:

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- [Public streets and roads](#)
- [Publicly owned parks, open space, and recreation facilities](#)
- [School facilities](#)
- [Fire protection facilities](#)

[All impact fee-funded projects are identified in this Capital Facilities Element and its adopted Capital Improvement Program \(CIP\). Eligible projects include:](#)

[Transportation](#) – All capacity-adding projects in the Transportation Element and Transportation CIP.

[Parks and Recreation](#) – Projects listed in Table 5.2.

[School Facilities](#) – Projects identified in the Tenino School District capital plan that expand capacity to serve new development.

[Fire Protection](#) – Projects identified by South Thurston Fire & EMS to expand service capacity for new development.

[Impact fees are not used for operations, maintenance, or to correct existing deficiencies, except where allowed by RCW 82.02.050\(5\).](#)

Goals, Policies, and Actions

Goal CF 1: Coordinate the expansion and location of public facilities to meet present and future demand in a timely and cost-effective manner.

Policy CF 1.1 Prioritize capital improvements in areas where development is unlikely to fund infrastructure. Improvement priorities should consider the importance of each facility.

Action: Regularly update the Capital Facilities Plan and Capital Improvement Program to identify high-priority projects for the 6- and 20-year horizons.

Action: Use the Capital Improvement Program to guide City budget decisions and pursuit of grants.

Policy CF 1.2 Require new development to fund necessary infrastructure improvements, including roads, sidewalks, street lights, and utility connections.

Action: Require fair-share funding from developers for needed road improvements.

Action: Route development information to relevant agencies (e.g., Tenino School District, Fire District 12, WSDOT) for facility planning.

Action: Establish an Interlocal Agreement with the Tenino School District for collecting school impact fees.

Policy CF 1.3 Only allow new development when and where public facilities are adequate and do not compromise service levels elsewhere.

Policy CF 1.5 In the unincorporated UGA, apply Thurston County's Capital Facilities Plan and service levels.

Goal CF 2: Ensure facility upgrades are environmentally responsible and enhance community aesthetics.

Policy CF 2.1 All development and City projects must comply with the State Environmental Policy Act, the Critical Areas Ordinance, and environmental best practices.

Action: Route proposals to relevant agencies to assess impacts and mitigation.

Action: Verify compliance with the Critical Areas Ordinance.

Policy CF 2.2 Encourage utility and infrastructure upgrades that contribute positively to community aesthetics.

Action: Require the undergrounding of utilities in new developments where feasible.

Action: Encourage the underground of utilities in system upgrades.

Action: Encourage the planting of appropriate street trees wherever possible.

Goal CF 3: Ensure the Capital Facilities Plan remains consistent with all elements of the Comprehensive Plan and regional planning efforts.

Policy CF 3.1 Update the Capital Improvement Program at least every six years.

Policy CF 3.2 Review the Capital Facilities Plan whenever changes are made to other chapters of the Comprehensive Plan to maintain internal consistency.

Policy CF 3.3 Reassess goals and priorities if probable funding falls short of meeting identified needs.

Policy CF 3.4 Coordinate with Thurston County to maintain consistency across jurisdictional plans.

Goal CF 4: Maintain and improve community facilities in a cost-effective manner.

Policy CF 4.1 Make fiscally responsible decisions about City-owned community structures.

Policy CF 4.2 Recognize the Quarry House, War Memorial Pool, and Tenino Train Depot Museum as key community assets and prioritize them for grant funding.

Policy CF 4.3 Seek ways to increase revenue and reduce costs associated with community buildings.

Action: Allocate funds for necessary improvements.

Action: Actively pursue grants and alternative funding.

Policy CF 4.4 Establish sustainable maintenance budgets and communicate the true cost of operations to the public.

Goal CF 5: Make cost-effective decisions regarding City-owned equipment.

Policy CF 5.1 Maintain a database to track useful life and replacement costs of all City equipment.

Policy CF 5.2 Explore interagency agreements to share equipment when practical.

Policy CF 5.3 Budget for anticipated equipment needs.

Policy CF 5.4 Evaluate rental or contracted services for infrequently used equipment where cost-effective.

Goal CF 6: Manage stormwater to prevent flooding and protect groundwater quality.

Policy CF 6.1 Treat stormwater on-site or as close as possible to its source.

Action: Clarify development standards and review processes for stormwater management.

Action: Study water flow in Tenino to identify opportunities to slow or retain stormwater.

Policy CF 6.2 Use best practices to reduce pollutants from stormwater infiltration.

Policy CF 6.3 Require developers to provide adequate stormwater facilities in accordance with adopted service levels.

Policy CF 6.4 Develop a stormwater management plan and evaluate the feasibility of creating a Stormwater Utility.

Action: Research and apply for grant funding.

Policy CF 6.5 Use watershed planning, redevelopment, and low-impact development techniques to reduce stormwater impacts.

Goal CF 7: Fully implement the Tenino Comprehensive Water Plan.

Policy CF 7.1 Ensure consistency between the Comprehensive Plan and Water Plan through mutual updates.

Goal CF 8: Protect and preserve water quality and quantity from drought, extreme heat, and other hazards exacerbated by climate change.

Policy CF 8.1 Collaborate with Thurston County on groundwater monitoring and aquifer protection.

Action: Continue to monitor land use activities within the wellhead protection area.

Policy CF 8.2 Use sustainable water practices including water conservation, reuse, and climate-adaptive landscaping.

Policy CF 8.3 Develop a drought resilience strategy that includes triggers for drought stages and response actions.

Policy CF 8.4 Support collaborative pilot projects for water conservation and reuse (e.g., water banks, irrigation modernization).

Goal CF 9: Secure adequate water rights for projected growth.

Policy CF 9.1 Aggressively pursue new water rights to meet future residential and business needs.

Policy CF 9.2 Require annexing properties with water rights to transfer them to the City.

Policy CF 9.3 Promote water conservation to serve more residents and businesses with existing supplies.

Action: Implement a water conservation plan.

Action: Ensure rate structures incentivize conservation.

Action: Use reclaimed water to reduce reliance on potable supply.

DRAFT

Chapter 7. Utilities

This utilities chapter has been developed in accordance with Section 36.70A.070 of the Growth Management Act (GMA) to address utility services in the City of Tenino for the 20-year planning period. The Growth Management Act (GMA) defines electricity, gas, telecommunications, and cable TV as “utilities.” It defines water and sewer systems separately as “capital facilities.” As used in the Comprehensive Plan, “utility” and “capital facilities” are not interchangeable terms. Sewer and water are addressed in Chapter 5 of this Plan.

This chapter articulates policies for existing and future utility services and describes the location and capacity of significant existing and proposed utilities including electric, gas, and telecommunication facilities.

Electricity

Electricity is provided to the City of Tenino by Puget Sound Energy (PSE). PSE is a private investor-owned utility responsible for providing electrical service to approximately 1.2 million customers in parts of western and central Washington. PSE generates electricity from a diverse mix of resources. As of 2022 the PSE electricity generation resources included Coal (23%), hydroelectric (27%), natural gas (23%), biomass, non-biogenic and petroleum (10%), and wind (16%).

In accordance with State law, PSE has an obligation to provide electricity upon demand and in accordance with “tariffs” on file with the Washington Utilities Trade Commission (WUTC). PSE has a duty to serve, meaning it is required to provide service to customers within its service territory as service is requested. Consistent with its duty to serve, PSE will provide electrical service as needed for development both within and outside of the urban growth area of Tenino. Increased demand for electricity is expected within the community as development occurs.

System Inventory and Forecast of Future Needs

The Blumauer Distribution Substation on Garfield Street serves the City of Tenino. Three 115 kV transmission lines extend from the station to the north along Old Highway 99, east along SR 507, and southwest. The southwest line splits near the intersection of Crowder Road and 6th Street into two lines extending to the west along Old Highway 99 and south along SR 507. Existing transmission lines have the capacity to meet the current and projected demand for electricity in the Tenino service area. In 2019, the city of Tenino was selected for an innovative microgrid project with the Blumauer substation hosting the first utility scale solar array plus storage in PSE’s service area. The goal is to increase the reliability and resilience for Tenino High School using solar combined with new energy storage facilities and customer load controls. The installation will include an approximately 1MW/2MWh lithium battery at the Blumauer substation, new solar array with the intent to tie into the existing solar array located at Tenino High School. The project is expected to be completed by the end of 2025.

As growth occurs in the area served by the Blumauer Substation, power can be reallocated among the three feeders that distribute electricity to customers. A future fourth line will also help with distribution needs. According to demand forecasts made by PSE, the amount of new development projected within the next 20 years in the Tenino Urban Growth Area will not warrant new transmission facilities in the area. The three 115 kV lines are planned to be upgraded to a higher capacity in the next five years.

Energy Conservation Programs for Customers

To encourage efficient use of electricity among customers, PSE operates a variety of conservation programs.

Conservation offerings and incentive levels change from time to time and interested businesses and residents can explore available programs on the PSE website. Additional programs through governmental agencies such as the Department of Commerce and organizations such as Thurston Energy and the Community Action Council also provide home weatherization assistance to local governments, business owners, and residents.

Natural Gas

The City of Tenino is not currently served by the regional natural gas distribution system operated by PSE. Unlike electricity or basic telephone service, PSE is not obligated to provide gas service to all customers upon request as natural gas is considered a convenience and not a necessity. PSE is also prohibited from passing on the cost of new distribution lines to existing customers, and only extends lines where demand warrants extension.

It is unlikely that an extension of natural gas service to Tenino will be feasible in the next 20 or more years. The cost of constructing a new gas main to Tenino would be in excess of \$10 million, (not including the price of connecting the service to each household), and it would involve the extension of a pipeline approximately 10 miles from the existing Rainer Gate Station located northeast of Tenino. Long-term factors that might influence the prospect of natural gas availability within the community include the relative costs of gas and electricity, regional power planning priorities, and trends in growth and economic development. Tenino residents rely on individual propane natural gas deliveries to meet their natural gas needs.

Telecommunications Services

Standard Telephone Service

Considered a necessity, basic telephone service providers have a duty to deliver service as requested within their service areas. Tenino Telephone Company provides basic telephone services to Tenino as well as Bucoda and the surrounding rural areas and has operated in the area since 1905.

Tenino Telephone has miles of fiber optics cables running through its service area as well as a number of other services and technologies available. Major fiber optic cables extend through Tenino along SR 507 and on the south side of Park Street, and feeder lines serve a number of homes and businesses. Internet service through Tenino Telephone is provided by Scatter Creek InfoNet, an affiliate of the Tenino Telephone Company, with locations in Cowlitz and Thurston counties. Long-distance services are offered by Scatter Creek Communications (another division of Tenino Telephone), as well as AT&T, Sprint and other providers.

Telecommunications and Cellular Telephone Service

The speed of technological advancements in the telecommunications industry makes it difficult to project how services will be provided in the future. The Federal Communications Commission (FCC) regulates internet and cellular providers in each geographic service area, and there are several FCC-licensed providers that serve Tenino.

At the state level, cellular telecommunication companies are regulated by the Washington Utilities and Transportation Commission. The Commission still considers cellular technology a utility of convenience and not a necessity, and cellular providers are not required to provide service upon demand. Cellular technology is, however, used increasingly as a reliable backup communication system during emergencies.

Two cellular towers serve Tenino. Verizon maintains a tower in the old park; AT&T has a tower in the

northwest corner of Tenino just outside the city limits.

Cable Service

Comcast is Tenino’s sole cable service provider. Customers can purchase service packages with a variety of options including access to various television channels and internet services. Comcast’s high speed Internet cables run through Tenino along SR 507 and Old Highway 99.

Waste Disposal

Overview

The City of Tenino partners with LeMay Pacific Disposal to provide comprehensive waste management services to its residents and businesses. As a full-service waste company operating throughout Thurston County, LeMay Pacific Disposal offers a range of services designed to promote environmental sustainability and meet the community's waste disposal needs.

Services Provided

LeMay Pacific Disposal offers the following services in Tenino:

- **Residential Garbage Collection:** Weekly curbside pickup of household waste.
- **Recycling Services:** Collection of recyclable materials to reduce landfill use.
- **Yard and Food Waste Collection:** Eco-friendly disposal of organic waste.
- **Bulk Pickup:** Scheduled collection of large items like furniture and appliances.
- **Temporary Dumpster Rentals:** For remodels, construction, and special projects.
- **Commercial Waste Services:** Tailored solutions for businesses, including roll-off dumpster rentals and compactors.

Residents can access their specific pickup schedules through LeMay Pacific Disposal's online tools, ensuring timely and efficient waste collection.

Sustainability Initiatives

LeMay Pacific Disposal is committed to environmental stewardship. Their sustainability efforts focus on:

- **Reducing Landfill Waste:** Through comprehensive recycling and composting programs.
 - **Green Waste Recycling:** Transforming yard and food waste into compost, reducing methane emissions.
 - **Recycling Programs:** Collecting materials like cardboard, plastics, and metals to minimize landfill use.
- **Education and Outreach:** Providing resources to residents and businesses on proper waste segregation and recycling practices.
- **Innovative Technologies:** Implementing advanced systems to improve waste collection efficiency and reduce carbon emissions.

Goals, Policies, and Actions

Goal UT 1: Tenino coordinates with utility providers to ensure that sufficient service is available for development.

- Policy UT 1.1** Share information about new developments with Puget Sound Energy, Tenino Telephone, Comcast, and other service providers to help them plan how they will serve the development.
- Policy UT 1.2** Ensure that development regulations are consistent with and do not otherwise impair the fulfillment of public service obligations imposed upon utilities by State and Federal law.

Goal UT 2: Utilities for new development are placed underground wherever possible.

- Policy UT 2.1** Assist in coordinating between developers and service providers during the development process so that the long-term aesthetics of the community are taken into consideration.
- Policy UT 2.2** Review utility permits simultaneously with the proposal requesting the service.
- Policy UT 2.3** Coordinate with Thurston County and utility providers to ensure consistency between utilities and planned growth.

Goal UT 3: Coordinate with providers on utility improvements in currently built out areas.

- Policy UT 3.1** Encourage the joint use of transportation rights-of-way and easements for utilities.
- Policy UT 3.2** Provide timely and effective notification about road construction and maintenance to facilitate coordination of public and private utility trenching activities in Tenino and its urban growth area.

Goal UT 4: Tenino maintains up-to-date information on existing and proposed utilities within the Tenino urban growth area.

- Policy UT 4.1** Work to maintain up-to-date information about utility provider's plans for the future within the Tenino Comprehensive Plan.
- Policy UT 4.2** Where possible, work with utility providers to understand their facility needs, recognizing that planning for utilities is primarily the responsibility of the provider.

Goal UT 5: Utility services are environmentally sensitive, safe, and reliable.

- Policy UT 5.1** Consistent with their public service obligations, require utilities to be reasonably compatible with surrounding land uses and that their environmental impacts are minimized.

Goal UT 6: Tenino reduces its per capita energy use, with more renewable energy being produced locally.

- Policy UT 6.1** Partner with Puget Sound Energy and other efficiency programs to weatherize existing buildings, install solar panels, and/or conduct other energy efficiency and renewable energy programs.

Goal UT 7: Puget Sound Energy extends natural gas service to Tenino.

- Policy UT 7.1** Inform Puget Sound Energy as large-scale development occurs.

Goal UT 8: Tenino residents and businesses have equitable access to a variety of high-quality options for phone, internet, and cable services.

- Policy UT 8.1** Encourage competition among phone, internet and cable providers to get the best services available in Tenino.
- Policy UT 8.2** Promote the development of affordable, equitable internet access in Tenino.
- Policy UT 8.3** Promote additional teleworking opportunities among area residents.
- Policy UT 8.4** Consider internet as a facility that is as important as sewer and water for commercial and industrial development.
- Policy UT 8.5** Promote the construction of a high-quality internet infrastructure in downtown and major new employment areas.
- Policy UT 8.6** Work with organizations such as the Tenino Chamber of Commerce, the South Thurston Economic Development Initiative, and the Thurston Economic Development Council to build the capacity of area businesses to reach online markets.

Goal UT 9: Ensure that the community is able to reduce, reuse, and recycle waste materials sustainably.

- Policy UT 9.1** Increase participation in curbside recycling and food/yard waste collection to divert waste from landfills and reduce methane emissions.
- Action:** Require all residential and commercial accounts to be enrolled in recycling and yard waste programs by default.
- Policy UT 9.2** Partner with LeMay Pacific Disposal to reduce emissions from waste collection operations.
- Action:** Collaborate on route optimization to reduce vehicle miles traveled (VMT).
- Policy UT 9.3** Promote waste prevention, reuse, and sustainable consumption habits through education and community engagement. Provide multilingual outreach on recycling and composting services.
- Policy UT 9.4** Promote the purchase and use of products with low environmental impact across city operations and within the community.
- Action:** Adopt a municipal sustainable procurement policy prioritizing recycled-content and reusable products.

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Chapter 8. Climate

The current and future health of natural systems in Tenino is key to ensuring the broader health of the community. Tenino's open spaces, trees, water, air quality, and scenic views are central to making it a remarkable place to live, work, and visit.

Pacific Northwest communities are already experiencing the economic and health impacts of changes to climate patterns, including warming temperatures, changes in rainfall, and reduced snowpack. Without coordinated and ambitious climate mitigation across the globe and climate adaptation at the local level, the impacts of climate change will undoubtedly worsen in the future. In recent years, Tenino has experienced firsthand a shift in the weather patterns impacting the Pacific Northwest, most notably with the increase in extreme temperature events and poor air quality. While there is no delusion that the relatively small actions of a small city like Tenino will solve the issues faced by the world, we can do our part and serve as a positive example for our community and fellow local governments. The City is committed to implementing the goals and policies in this Climate Element to safeguard our natural systems and mitigate the impacts of greenhouse gas emissions to create a more resilient Tenino.

What is climate change?

While weather is what we experience on a day-to-day basis, climate describes average weather conditions over a long period of time. As the climate changes, extreme weather conditions, such as extreme heat and precipitation, become more frequent and severe. Climate change is the result of increasing concentrations of greenhouse gases (GHGs) within our atmosphere. GHGs such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) create a greenhouse effect, trapping heat within the atmosphere and causing the gradual increase of global average temperatures. Human activities, such as driving and heating or cooling homes and businesses, emit large amounts of GHGs due to the combustion of fossil fuels.

Climate Change in Tenino

Climate change represents an ever-increasing threat to the health and well-being of residents in the City of Tenino and beyond. GHG emissions from travel, energy for our homes and buildings, and land use within our community are changing our climate in ways that put the community at risk. Projected changes in temperature, snowpack, severe storms, and wildfire risk threaten Tenino's infrastructure, economy, natural resources, and public health.

Tenino is experiencing climate impacts such as extreme heat, drought, and extreme precipitation. These changes lead to an increase in frequency and severity of natural disasters such as heat waves and flooding. Tenino already experiences these impacts through extreme weather events such as record-breaking heat waves and poor air quality days caused by wildfire smoke. These impacts are harmful to the natural environment, critical resources, and the overall health of our community.

Who and what are most vulnerable?

Tenino's critical water resources—including the Scatter Creek—are vulnerable to flooding, summer low flows, water quality impairment, and loss of suitable habitat for local wildlife and fish. Certain areas in Tenino may be at increased risk for landslides with changes in rainfall. Agricultural lands adjacent to Tenino are particularly susceptible to drought and the associated economic impacts.

Conditions and Trends

Greenhouse Gas Emissions

Burning fossil fuels to support transportation and energy needs, solid waste decomposition, and other human led activities are the primary sources of increasing greenhouse gas (GHG) emissions in the atmosphere. These gases trap heat, warming the planet which directly contributes to climate change and increases related risks. Tenino is joining Thurston County cities, and communities around the world, in analyzing their carbon footprint and identifying strategies and actions that will reduce the City's GHG emissions.

Community Resilience

Climate resilience is the capacity of a community to anticipate, prepare for, respond to, and recover from hazardous climate-related events. For this jurisdiction, building resilience requires addressing a range of environmental hazards that threaten public health, infrastructure, and economic stability. Due to its significant agricultural land and ecosystems that depend on consistent water availability, drought poses a major threat—reducing crop yields, degrading natural habitats, and straining water resources. Similarly, extreme heat events are becoming more frequent and dangerous, especially as many local structures lack proper insulation and air conditioning, and there is currently no designated cooling shelter to protect vulnerable populations during heat emergencies.

Extreme precipitation also presents a serious concern, as the jurisdiction's location within a valley often traps rainfall, overwhelming stormwater systems and increasing the risk of infrastructure damage and erosion. Compounding this issue is the area's flat, low-lying topography, which contributes to frequent and prolonged flooding that can disrupt daily life, damage property, and delay recovery efforts. Additionally, the wooded and agricultural character of the jurisdiction creates a high wildfire risk, particularly during dry years when vegetation becomes highly flammable. These wildfires endanger lives, property, and air quality, while placing added stress on emergency services.

To enhance climate resilience, the jurisdiction must integrate hazard-specific adaptation strategies into planning efforts. These include improving water management infrastructure, retrofitting buildings for extreme temperatures, expanding stormwater capacity, implementing land use policies that reduce flood risk, and enhancing wildfire prevention and response. By addressing these vulnerabilities through proactive planning, the community can better protect its residents, sustain its natural and agricultural assets, and ensure long-term environmental and economic stability in the face of a changing climate.

Challenges and Opportunities

The jurisdiction faces growing climate-related pressures that impact public health, infrastructure, natural resources, and economic stability. While these challenges are significant, they also present opportunities to implement proactive strategies that build long-term resilience. By addressing key vulnerabilities and investing in adaptive infrastructure, the jurisdiction can better prepare for future climate conditions and protect the well-being of its residents and environment.

Key Challenges

The following key challenges have been identified as priority climate hazards for the City of Tenino

- **Drought vulnerability** due to reliance on water-intensive agriculture and sensitive ecosystems.
- **Increasing extreme heat events** impacting residents in poorly insulated or non-air-conditioned buildings, with no public cooling shelters currently available.
- **Extreme precipitation** frequently overwhelms local drainage systems due to the jurisdiction's valley geography, increasing the risk of erosion and infrastructure damage.
- **Flooding** in flat, low-lying areas leads to regular disruptions and slow recovery.
- **High wildfire risk** from drought-affected vegetation in wooded and agricultural areas, with limited fire mitigation measures in place.

Opportunities

- **Enhance water conservation and drought resilience** through efficient irrigation, drought-tolerant crops, and water storage systems.
- **Reduce heat vulnerability** by upgrading building insulation, supporting home cooling strategies, and establishing community cooling centers.
- **Improve stormwater infrastructure** to better manage heavy rainfall and prevent overflow in vulnerable areas.
- **Implement flood mitigation strategies**, including land use planning, elevation of critical infrastructure, and increased public awareness.
- **Strengthen wildfire preparedness** through defensible space policies, fuel management programs, emergency response planning, and public education.
- **Integrate climate risk into planning and development**, ensuring new investments consider long-term environmental and community resilience.

By strategically addressing these challenges, the jurisdiction can not only reduce risk but also improve quality of life, support local economies, and protect vital ecosystems for future generations.

Climate Objectives

Challenge	Objectives	Measurable Target	Tool(s)
Drought	Reduce water consumption	15% reduction in municipal and agricultural use by 2030	EPA WaterSense Program: Tools for promoting water-efficient products and public awareness. https://www.epa.gov/watersense NRCS EQIP (Environmental Quality Incentives Program): Technical and financial support for

Drought	Expand water storage capacity	25% increase by 2028	water-saving agricultural practices. https://www.nrcs.usda.gov
Drought	Promote drought-tolerant agriculture	Two (2) demonstration projects by 2026	US Drought Monitor & NOAA's National Integrated Drought Information System (NIDIS): Tools for drought tracking and response planning. https://droughtmonitor.unl.edu
Extreme Heat	Establish cooling infrastructure	1 permanent cooling center by 2026	CDC Heat & Health Tracker: Identifies heat-vulnerable populations and trends. https://www.cdc.gov/climateandhealth/heat.htm
Extreme Heat	Improve building insulation and cooling	30% of public buildings upgraded by 2030	DOE Weatherization Assistance Program (WAP): Funding for low-income home insulation and cooling upgrades. https://www.energy.gov/scep/wap
Extreme Heat	Community education on heat risks	Reach 80% of households by 2027	National Integrated Heat Health Information System (NIHHIS): Heat planning and education resources. https://nihhis.cpo.noaa.gov
Extreme Precipitation	Upgrade stormwater systems	Systems designed for 100-year storms by 2032	EPA Green Infrastructure Wizard (GIWiz): Interactive tool for selecting stormwater solutions. https://www.epa.gov/green-infrastructure/giwiz
Extreme Precipitation	Implement green infrastructure	Install in 3 public spaces by 2027	NOAA Atlas 14: Precipitation frequency data for infrastructure design. https://hdsc.nws.noaa.gov/hdsc/pfds/
Extreme Precipitation	Identify pooling-prone areas	Complete mapping by 2026	FEMA Hazus: GIS-based risk assessment software for flooding and storm events. https://www.fema.gov/flood-maps/tools-resources/hazus
Flooding	Protect critical infrastructure	100% elevated/floodproofed by 2030	FEMA Community Rating System (CRS): Incentivizes flood mitigation with insurance discounts. https://www.fema.gov/national-flood-insurance-program/community-rating-system
Flooding	Regulate floodplain development	Standards enforced for new builds by 2026	National Flood Hazard Layer (NFHL): Interactive FEMA flood maps. https://msc.fema.gov/portal/home
Flooding	Conduct flood risk outreach	Reach 90% of at-risk property owners by 2027	Flood Resilience Checklist (EPA): Helps evaluate and improve local flood preparedness.

			https://www.epa.gov/smartgrowth/flood-resilience-checklist
Wildfire	Create defensible space	100% of public facilities by 2028	Ready, Set, Go! Wildfire Preparedness Program (International Association of Fire Chiefs): Community engagement toolkit. https://www.wildlandfirersg.org NFPA Firewise USA®: Community wildfire risk reduction planning and certification. https://www.nfpa.org/Firewise CAL FIRE's Wildfire Risk Reduction Grants & CWPP Templates: Funding and planning tools for fuel treatment and community engagement. https://www.fire.ca.gov/grants
Wildfire	Increase emergency preparedness	10% annual increase in wildfire drill participation through 2030	
Wildfire	Reduce fire-prone vegetation	Treat 200 acres annually through 2030	

Goals, Policies, and Actions

Greenhouse Gas Mitigation

Agriculture & Food Systems

Goal GG 1: *Ensure that the local agricultural economy – including food and materials producers, distributors, and sellers – is resilient to the impacts of extreme weather and other natural hazards worsened by climate change.*

- Policy GG 1.1** Coordinate with local, regional and state partners to develop and implement a comprehensive strategy to increase water storage for agricultural purposes that will ensure storage has neutral or positive environmental benefits and does not negatively impact fish and other core environmental requirements.
- Policy GG 1.2** Support the local agricultural sector's efforts to adapt to changing climate conditions and capitalize on sustainable business opportunities.
- Policy GG 1.3** Promote environmentally sustainable water-storage and farming practices that help agricultural producers adapt to changing conditions and reduce production losses while balancing ecosystem needs.

Buildings & Energy

Goal GG 2: *Ensure that energy infrastructure – including generation and transmission – is able to accommodate renewable energy opportunities and to withstand and recover quickly from the impacts of extreme weather and other natural hazards worsened by climate change.*

Policy GG 2.1 Plan and build facilities, utilities, and infrastructure projects to avoid or withstand flooding.

Policy GG 2.2 Work with energy utilities to improve the safety and reliability of infrastructure vulnerable to climate change.

Policy GG 2.3 Require new subdivisions to bury electricity transmission lines and associated infrastructure to reduce damage from storms and wildfire ignition risks.

Goal GG 3: *Ensure that buildings are designed and built sustainably to reduce environmental impacts and remain resilient to extreme weather and other hazards worsened by climate change.*

Policy GG 3.1 Adopt fire-resilience standards for new and redeveloped sites in high-risk wildfire areas.

Policy GG 3.2 Develop or modify design standards to integrate exterior building features that reduce the impacts of climate change and increase resilience.

Cultural Resources & Practices

Goal GG 4: *Ensure that cultural resources and practices – including significant historic sites and culturally important traditional foods and natural resources – are resilient to the impacts of extreme weather and other natural hazards worsened by climate change.*

Policy GG 4.1 Protect significant historic sites prone to floods or other hazards worsened by climate change.

Goal GG 5: *Ensure environmental justice by providing all residents an equitable opportunity to learn about climate impacts, influence policy decisions, and take actions to enhance community resilience.*

Policy GG 5.1 Build and support partnerships with community-based organizations with the capacity and relationships to convene diverse coalitions of residents and to educate and empower them to implement climate resilience actions.

Goal GG 6: *Provide emissions-reduction educational workshops, activities, and engagement opportunities, especially those that prioritize equity and underrepresented communities.*

Policy GG 6.1 Partner with schools, libraries, and local organizations to host regular community workshops and attend events to discuss emissions-reduction strategies, including energy efficiency, renewable energy, zero waste living, and clean transportation.

Policy GG 6.2 Ensure all educational materials and events are culturally and linguistically accessible to residents, with particular attention to historically underserved populations.

Ecosystems

Goal GG 7: *Increase tree canopy cover to boost carbon sequestration, reduce heat islands, and improve air quality, prioritizing overburdened communities.*

Policy GG 7.1 Require open space set-asides (such as parks) for new development of multifamily or single-family residential communities.

Policy GG 7.2 Maximize tree canopy coverage in surface parking lots.

Policy GG 7.3 Maintain and manage natural lands (forests, grasslands, wetlands) to maintain or increase their carbon concentrations and avoid conversion of carbon-rich ecosystems.

Emergency Management

Goal GG 8: *Integrate GHG reduction strategies into emergency preparedness, response, recovery, and mitigation efforts to enhance climate resilience and reduce long-term emissions.*

Policy GG 8.1 Encourage emergency management facilities and backup power systems to transition to low-carbon or renewable energy sources.

Policy GG 8.2 Ensure the Local Hazard Mitigation Plan (LHMP) includes specific strategies for GHG reduction and climate-smart emergency response infrastructure.

Policy GG 8.3 Reduce emissions from emergency evacuations and disaster-related transportation through efficient, multimodal, and low-carbon options.

Policy GG 8.4 Develop local resilience hubs powered by renewable energy to serve as cooling/warming centers, communication hubs, and emergency supply distribution points.

Health & Well-being

Goal GG 9: *Improve community health and well-being through strategies that reduce greenhouse gas emissions and support equitable access to clean air, safe housing, active transportation, and healthy environments.*

- Policy GG 9.1** Expand infrastructure and programs that encourage walking, biking, and transit to reduce emissions and improve physical health.
- Policy GG 9.2** Reduce emissions and improve respiratory health by promoting high-efficiency, low-emission home upgrades.
- Policy GG 9.3** Increase tree canopy and access to green space to reduce urban heat, sequester carbon, and support mental and physical well-being.
- Policy GG 9.4** Design all health-related climate mitigation programs to prioritize vulnerable populations most affected by climate and air pollution impacts.

Zoning and Development

Resilience

Agriculture & Food Systems

Goal RE 1: *Ensure that the local agricultural economy – including food and materials producers, distributors, and sellers – is resilient to the impacts of extreme weather and other natural hazards worsened by climate change.*

- Policy RE 1.1** Coordinate with local, regional and state partners to develop and implement a comprehensive strategy to increase water storage for agricultural purposes that will ensure storage has neutral or positive environmental benefits and does not negatively impact fish and other core environmental requirements.
- Policy RE 1.2** Support the local agricultural sector's efforts to adapt to changing climate conditions and capitalize on sustainable business opportunities.
- Policy RE 1.3** Support the local agricultural sector's efforts to adapt to changing climate conditions and capitalize on sustainable business opportunities.

Goal RE 2: *Reduce Greenhouse Gas emissions in rural areas.*

- Policy RE 2.1** Phase out the use of gas-powered landscaping equipment.
- Policy RE 2.2** Promote the sale and use of agricultural supplies, pesticides, fertilizers, and fuels that are not derived from fossil fuels.

Buildings & Energy

Goal RE 3: *Maximize solar access of site design, where practicable, for new solar-ready residential and commercial buildings.*

Policy RE 3.1 Require solar panels on buildings with large rooftops, as well as within or over parking areas.

Policy RE 3.2 Install distributed renewable energy generation and battery infrastructure at public facilities to store renewable electricity generated on site and provide emergency power that ensures continuity of operations.

Goal RE 4: *Ensure that buildings use renewable energy, conservation, and efficiency technologies and practices to reduce greenhouse gas emissions.*

Policy RE 4.1 Require additional net-zero greenhouse gas emission features of all new residential and commercial structures.

Policy RE 4.2 Maximize renewable energy sources for the supply of electricity and heat to new and existing buildings.

Policy RE 4.3 Retrofit municipal buildings for energy efficiency.

Policy RE 4.4 Require all municipal buildings to be powered completely by renewable energy by 2045.

Cultural Resources & Practices

Goal RE 5: *Ensure that cultural resources and practices – including significant historic sites and culturally important traditional foods and natural resources – are resilient to the impacts of extreme weather and other natural hazards worsened by climate change.*

Policy RE 5.1 Protect significant historic sites prone to floods or other hazards worsened by climate change.

Goal RE 6: *Ensure environmental justice by providing all residents an equitable opportunity to learn about climate impacts, influence policy decisions, and take actions to enhance community resilience.*

Policy RE 6.1 Build and support partnerships with community-based organizations with the capacity and relationships to convene diverse coalitions of residents and to educate and empower them to implement climate resilience actions.

Ecosystems

Goal RE 7: *Ensure the protection and restoration of streams, riparian zones, estuaries, wetlands, and floodplains to achieve healthy watersheds that are resilient to climate change.*

- Policy RE 7.1** Implement actions identified in restoration and salmon recovery plans to improve the climate resilience of streams and watershed.
- Policy RE 7.2** Increase the climate resilience of native fish species and aquatic ecosystems by reducing the threat of aquatic invasive species (e.g., fish, plants, invertebrates).
- Policy RE 7.3** Restore the structure and function of streams and floodplains to increase habitat resilience for cold-water fish.

Goal RE 8: *Ensure the protection and recovery of ecosystems to provide healthy habitat in a changing climate.*

- Policy RE 8.1** Take inventory of and protect climate refugia and habitat connectivity needs for species under stress from climate change.
- Policy RE 8.2** Ensure no net loss of ecosystem composition, structure, and functions, especially in priority habitats and critical areas, and strive for net ecological gain to enhance climate resilience.

Emergency Management

Goal RE 9: *Develop and maintain local government staff members' technical expertise and skills related to climate change and environmental justice so as to improve communitywide policy implementation, equity, and resilience.*

- Policy RE 9.1** Create evacuation plans and outreach materials to help residents plan and practice actions that make evacuation quicker and safer
- Policy RE 9.2** Provide private forestland owners and residents living in Wildland-Urban Interface (WUI) areas information about fire prevention (e.g., Firewise) practices, and support application of such practices via building code provisions.

Goal RE 10: *Enhance emergency preparedness, response, and recovery efforts to mitigate risks and impacts associated with extreme weather and other hazards worsened by climate change.*

- Policy RE 10.1** Map transportation infrastructure that is vulnerable to repeated floods, landslides, and other natural hazards, and designate alternative travel routes for critical transportation corridors when roads must be closed.

- Policy RE 10.2** Factor climate impacts into the planning of operations and coordination of preparedness, response, and recovery activities among first-responders and partners, including public health, law enforcement, fire, school, and emergency medical services (EMS) personnel.
- Policy RE 10.3** Develop resilience hubs – community-serving facilities that are designed to support residents, coordinate communication, distribute resources, and reduce carbon pollution while enhancing quality of life.
- Policy RE 10.4** Support enhanced data collection for hazard events of all magnitudes to provide fuller understanding of the community’s hazard characteristics – including those affected by climate change.
- Policy RE 10.5** Develop and implement a strategy to expedite management of debris (e.g., downed tree limbs and buildings blocking roads and streams) after a disaster incident to reduce the risks of subsequent fire, flood, injury, and disease vectors.

Health & Well-being

Goal RE 11: *Protect community health and well-being from the impacts of climate change-exacerbated hazards – prioritizing focus on overburdened communities – and ensure that the most vulnerable residents do not bear disproportionate health impacts.*

- Policy RE 11.1** Evaluate and implement habitat reduction and population control for arthropod disease vectors (e.g., mosquitos and ticks) and zoonotic disease reservoirs (e.g., rodents) using integrated pest-management methods.
- Policy RE 11.2** Promote the use of health impact assessments and other tools to address the potential impacts of health, equity, and climate change on vulnerable populations.
- Policy RE 11.3** Enhance emergency preparedness, response, and recovery efforts to mitigate risks and impacts associated with extreme weather and other hazards worsened by climate change.

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 24. 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



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



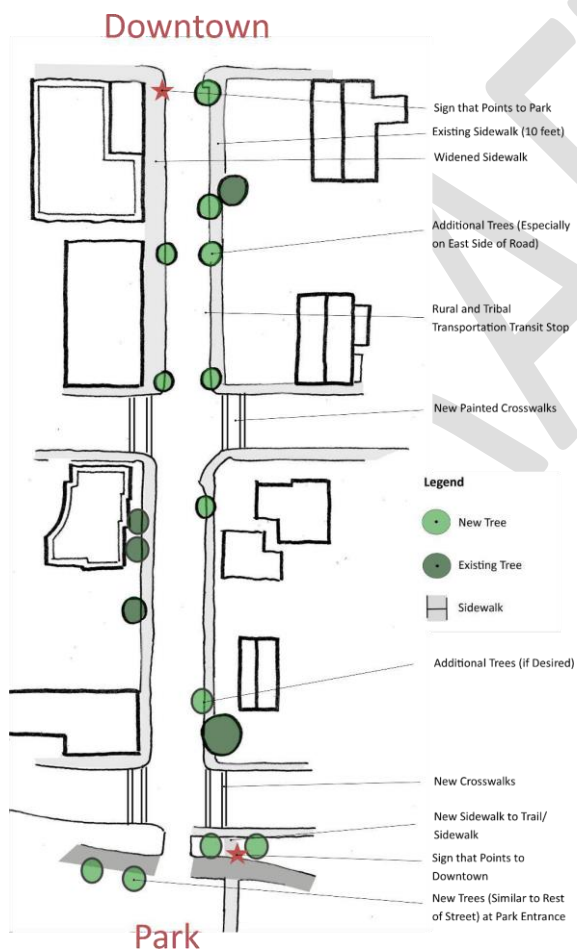
Concept 4: Connect the Park to Downtown

Vision

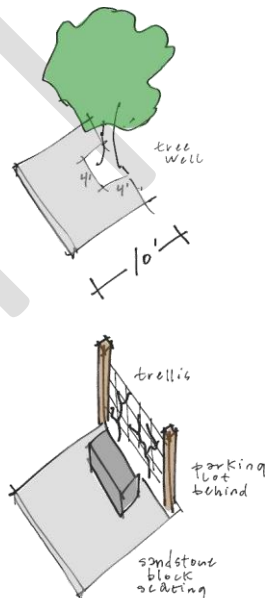
A pedestrian friendly link to the park along Olympia Avenue that can double as a home for community events such as markets, fairs, concerts, or outdoor movies.

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

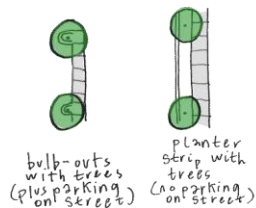
Conceptual Site Plan



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

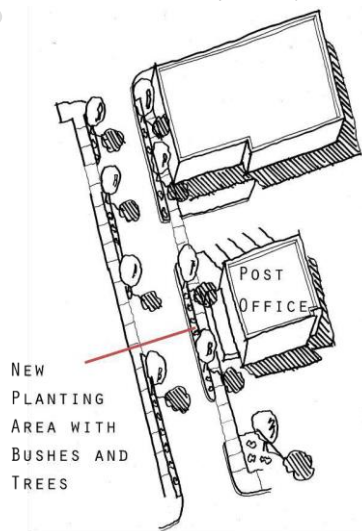
Potential Areas for Gateways and Roundabouts



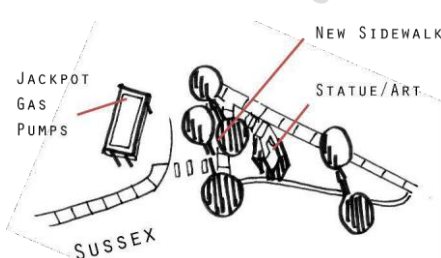
A. Old Hwy 99 and Sussex Square (Conceptual Drawing)



B. East Downtown Gateway (Conceptual Drawing)



C. Ritter and Sussex Square (Conceptual Drawing)



Concept 8: Better utilize areas for additional parking

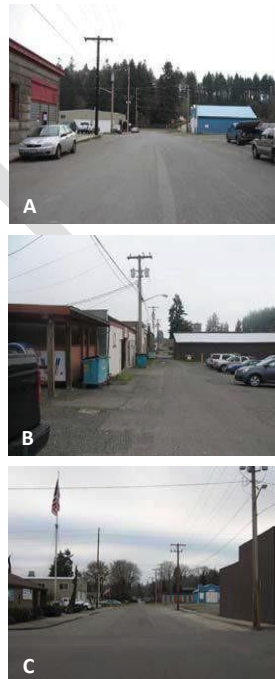
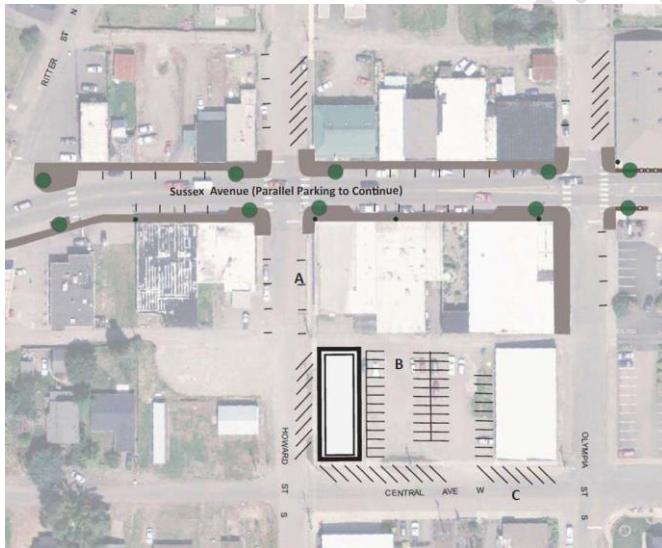
Better utilize side streets, back streets and alleys for parking.

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 [MP22]: 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 [MP23]: 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 .

DRAFT

Adopted Housing Action Plan

Insert Here

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