

Tumwater City Plan 2036

Lands for Public Purposes Element



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Tumwater School District



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CITY OF TUMWATER
LANDS FOR PUBLIC PURPOSES ELEMENT

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1. INTRODUCTION

1.1 Introduction

The Lands for Public Purposes Element addresses those facilities and lands owned, operated, or franchised by a unit of general or special purpose local government for the health, safety, and general wellbeing of its citizens. Lands for public purposes also include utility corridors owned or operated by private utilities subject to public service obligations. Public facilities, public services, and private utility corridors are included in this definition.

Lands for public purposes include buildings, equipment, and whole systems of activities of governmental services provided for the public. They are important components of a city and add measurably to the quality of urban life.

Essential public facilities are those public facilities that are typically difficult to site. They include airports, state education facilities, regional transit authority facilities as defined in RCW 81.112.020, state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020. Chapter 3 of this Element identifies locally- essential public facilities and identifies a process for siting those facilities.

The demand for more and varied community facilities and services increases as urban growth continues, population grows, existing facilities become obsolete, and living standards and expectations rise. This plan will identify issues and policies that ensure a provision of lands for public purposes and essential public facilities that is coordinated with the overall Comprehensive Plan.

The Growth Management Act requires that Tumwater identify lands useful for public purposes. The Growth Management Act also requires that Tumwater prepare a prioritized list of lands necessary for the identified public uses including an estimated date by which the acquisition will be needed.

In light of the requirements of the Growth Management Act, the City has prepared the Lands for Public Purposes Element. This Element addresses some facilities directly and references other documents included in the Comprehensive Plan. The plan addresses lands for public purposes in both the City and its Urban Growth Area.

The goal of the Lands for Public Purposes Element is to determine the needs for public facilities in Tumwater and its Urban Growth Area for the next 20 years ensuring the City is able to accommodate new growth. Identification of specific sites and phasing of facilities where appropriate occurs when the City updates its Capital Facilities Plan. The Element also addresses lands for public purposes.

The Utilities Element is dedicated to planning for the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines consistent with RCW 36.70A.

The demand for more and varied community facilities and services increases as urban growth continues, population grows, existing facilities become obsolete, and living standards and expectations rise. This plan identifies issues and policies that ensure a provision of lands for public purposes and essential public facilities that is coordinated with the overall Comprehensive Plan and with provision of essential public facilities region-wide.

Table 1 identifies documents that address each of the listed facilities in detail. These documents are incorporated by reference into this plan.

Table 1. Foundational Plans and Data

Topic Index	Supporting Plans and Materials
General Policy	<ul style="list-style-type: none">• Land Use Element• County-Wide Planning Policies, Thurston County (2015)• Natural Hazards Mitigation Plan for the Thurston Region (2009)• Sustainable Thurston, Thurston Regional Planning Council (2013)
Utility Corridors	<ul style="list-style-type: none">• Utilities Element

Topic Index	Supporting Plans and Materials
Transportation System	<ul style="list-style-type: none"> • Parks, Recreation, and Open Space Plan (Element) • Transportation Element • Capital Facilities Plan (2016-2021) • 2040 Regional Transportation Plan, Thurston Regional Planning Council (2016) • Intercity Transit Strategic Plan (2016-2021) • Railroad Right of Way Preservation and Use Strategy for the Thurston Region (1992) • Regional Transportation Improvement Program, Thurston Regional Planning Council (2016-19) • Transportation Improvement Plan (2016-2021) • Thurston Regional Trails Plan (2007) • Brewery District Plan (2014)
Solid Waste Management	<ul style="list-style-type: none"> • Thurston County Solid Waste Management Plan, Thurston Regional Planning Council (2009)
Sewage Treatment Facilities and Sanitary Sewer Systems	<ul style="list-style-type: none"> • Capital Facilities Plan (2016-2021) • Sanitary Sewer Comprehensive Plan (2015) • Thurston County On-Site Sewage Management Plan (2014) • Wastewater Resource Management Plan, LOTT Clean Water Alliance (2015)

Topic Index	Supporting Plans and Materials
Stormwater Systems and Facilities	<ul style="list-style-type: none"> • Capital Facilities Plan (2016-2021) • Black Lake Basin Water Resource Protection Study, Thurston Regional Planning Council (2015) • Budd/Deschutes Watershed Plan, Thurston Regional Planning Council (2009) • Comprehensive Stormwater Implementation Plan (2002, 2016 Plan in development) • Deschutes River, Percival Creek, and Budd Inlet Tributaries Total Maximum Daily Load Water Quality Improvement Report and Implementation Plan, WA Department of Ecology (2015) • Northern Thurston County Groundwater Management Plan (1992) • Percival Creek Drainage Basin Plan, Thurston Regional Planning Council (1993) • Salmon Creek Comprehensive Drainage Basin Plan (2004) • Thurston Regional Drainage and Erosion Control Manual, Thurston Regional Planning Council (2009, 2016 Plan in development)
Water Systems and Facilities	<ul style="list-style-type: none"> • Conservation Element • Capital Facilities Plan (2016-2021) • Northern Thurston County Groundwater Management Plan (1992) • Water System Plan (2010-2015) • Wellhead Protection Plan (2010 informal update, 2016 update underway)
Parks, Recreation, and Open Space	<ul style="list-style-type: none"> • Conservation Element • Parks, Recreation, and Open Space Plan (Element) • Shoreline Master Program (2014) • Capital Facilities Plan (2016-2021)
Fire Protection	<ul style="list-style-type: none"> • Comprehensive Emergency Management Plan (2010) • Fire Master Plan (2009)
Police Protection	<ul style="list-style-type: none"> • Police Master Plan (2001)

Topic Index	Supporting Plans and Materials
School Facilities	<ul style="list-style-type: none"> Capital Facilities Plan (2014 – 2020), Tumwater School District (2014) Capital Facilities Plan (2016 – 2021), Olympia School District (2015)
Library Services	<ul style="list-style-type: none"> Timberland Regional Library Strategic Plan: Annual Timberland Regional Library Action Plan/Progress Report, Timberland Regional Library (2014-2018)
City Facilities	<ul style="list-style-type: none"> Capital Facilities Plan (2016-2021) City of Tumwater Resource Conservation Management Program (Phase 1 and 2) - Energy Conservation Assessment, State General Administration and Washington State University Extension Energy Program (2008)

1.2 County-Wide Planning Policies

The Growth Management Act requires that comprehensive plans be consistent with Thurston County's County-Wide Planning Policies, as amended in 2015. The following is a list of relevant policies that apply to this Element of the Comprehensive Plan. All County-Wide Planning Policies are adopted as Appendix B to the Comprehensive Plan. The relevant sections of the County-Wide Planning Policies to this element are cited below.

The Lands for Public Purposes Element contains goals, policies, and actions that address County-Wide Planning policies 1.1 through 1.14. These goals, policies, and actions support Tumwater and Thurston County's vision for compact, efficient urban development that phases outward from the urban core by efficiently providing Lands for Public Purposes to Tumwater and its Urban Growth Area.

II. Urban Growth Areas

2.2 The boundaries of the urban growth areas must meet the following criteria

[...]

b. Be served by or planned to be served by municipal utilities.

[...]

The Lands for Public Purposes element, along with the Utilities element, provides an overview of existing services (Chapter 2 of this element) to assist with the assessment of public services in the urban growth area.

III. Promotion of Contiguous and Orderly Development, Provision of Urban Services, and Protection of Rural Areas

3.1 Concentrate development in urban growth areas and protect rural areas by:

[...]

- c. Phasing urban development and facilities outward from core areas.*

[...]

- h. Where urban services and utilities are not yet available, require development be configured so urban growth areas may eventually infill and become urban.*

[...]

3.2 Coordinate Urban Services, Planning, and Development Standards through:

- a. Maximizing the use of existing infrastructure and assets and leveraging the value of these in building vital, healthy, and economically viable communities.*
- b. Making public investments that further multiple community goals, target identified priorities, and leverage additional investment.*

[...]

- d. Providing and maintaining municipal services (water, sewer, solid waste, public safety, transportation, and communication networks) in a sustainable, and cost effective manner.*

- e. *Coordinating planning and implementation of policies regarding urban land use, parks, open space corridors, transportation, and infrastructure within growth areas. Developing compatible development standards and road/street level of service standards among adjoining jurisdictions.*
- f. *Developing and ensuring the enforcement of agreements between Thurston County and the cities and towns within its borders that ensure development occurring within unincorporated urban growth areas is consistent with city utility and storm water planning and conforms to the development standards and road/street level of services standards of the associated city or town.*
- g. *Phasing extensions of urban services and facilities concurrent with development and prohibiting extensions of urban services and facilities, such as sewer and water, beyond urban growth boundaries except to service existing development in rural areas with public health or water quality problems.*
- h. *Identifying, in advance of development, sites for schools, parks, fire and police stations, major storm water facilities, greenbelts, open space, and other public assets. Acquisition of sites for these facilities shall occur in a timely manner and as early as possible in the overall development of the area.*

3.4 *Provide Capacity to accommodate planned growth by:*

- a. *Assuring that each jurisdiction will have adequate capacity in transportation, public and private utilities, storm drainage systems, municipal services, parks, and schools to serve growth that is planned for in adopted local comprehensive plans; and*
- b. *Protecting groundwater supplies from contamination and maintaining ground water in adequate supply by identifying and reserving future supplies well in advance of need.*

Chapter 3 of this element explains the process for siting and expanding essential public facilities to best support the creation of dense, urban development in appropriate areas while protecting rural areas and the resources they provide. Chapter 2 also provides the rationale behind the siting and the future need for expansions of some of the public services Tumwater provides.

V. *Siting County-Wide and State-Wide Public Capital Facilities*

The County-Wide requirements for the siting public capital facilities are met by this element in Chapter 2: Siting and Expansion.

IX. *TRANSPORTATION*

- 9.1 *Increase transportation choices to support all ranges of lifestyles, household incomes, abilities, and ages.*
- 9.2 *Increase opportunities for ride transit, biking, walking, ridesharing, allowing and encouraging flexible work schedules, and teleworking.*
- 9.3 *Encourage efficient multi-modal transportation systems that are based on regional priorities and are coordinated with county and city comprehensive plans.*
 - a. *Local comprehensive plans will consider the relationship between transportation and land use density and development standards.*
 - b. *Local comprehensive plans and development standards should provide for local and regional pedestrian and bicycle circulation.*
 - c. *Improved transit service will be based on Intercity Transit's plans, informed by and consistent with the regional transportation plan and local comprehensive plans.*

[...]

Section 2.1 offers an inventory of the transportation system, references to more in depth plans, and some long-term goals for improving multi-

modal transit options.

X. ENVIRONMENTAL QUALITY

10.3 *Protect the soil, air, surface water, and groundwater quality, through:*

[...]

- b. *Ensuring adequate clean water is available to support household and commercial needs while sustaining ecological systems through conservation, balancing of uses, and reuse.*
- c. *Protecting ground and surface water and the water of the Puget sound from further degradations by adopting and participating in comprehensive, multi-jurisdictional programs to protect and monitor water resources for all uses.*

[...]

10.4 *Take action to conserve resources, increase use of renewable resources, and decrease dependence on non-renewable resources by:*

[...]

- b. *Encouraging the reuse and recycling of materials and products and reduction of waste to the maximum extent practicable.*

[...]

Water conservation, wellhead protection, and low impact development standards are discussed within this element as a means of protecting water quality. Section 2.2.1 addresses how Tumwater might begin to increase reuse and recycling through the Pathways to Zero Waste, a blend of innovative policies to reduce waste production and accumulation.

1.3. Sustainable Thurston

Tumwater adopts as part of the Lands for Public Purposes Element of the Comprehensive Plan, the following Sustainable Thurston Goals:

1.3.1 Priority Goals

- Priority Goal 3: Create a robust economy through sustainable practices.
- Priority Goal 4: Protect and improve water quality, including groundwater, rivers, streams, lakes, and the Puget Sound.
- Priority Goal 5: Plan and act toward zero waste in the region.
- Priority Goal 6: Ensure that residents have the resources to meet their daily needs.
- Priority Goal 8: Ensure that the region's water supply sustains people in perpetuity while protecting the environment.
- Priority Goal 9: Move toward a carbon-neutral community.
- Priority Goal 10: Maintain air quality standards.
- Priority Goal 11: Provide opportunities for everyone in the Thurston Region to learn about and practice sustainability.
- Priority Goal 12: Make strategic decisions and investments to advance sustainability regionally.

1.3.2 Leadership & Participation Goals

- L-1: Become a model for sustainability and livability. Identify resources, organizational structure, and educational opportunities to achieve regional sustainability goals.
- L-2: Develop regional plans and strategies essential to meeting sustainability priority goals and targets.
- L-3: Increase regional, multi-regional, and state coordination and collaboration.

1.3.3 Community Goals

C-1: North County — Urban Corridors & Centers: Create vibrant city centers and activity nodes along transit corridors that support active transportation and housing, jobs, and services.

1.3.4 Economy Goals

EC-4: Provide robust infrastructure to support economic development.

EC-5: Ensure adequate supply of shovel-ready land along primary transportation corridors and invest in commercial and industrial redevelopment.

EC-6 Foster a progressive education system to match worker skills with employer needs.

1.3.5 Housing Goals

H-4: Maximize opportunity to redevelop land in priority areas by investing in infrastructure and environmental remediation.

1.3.6 Schools & Transportation Goals

S-1: Encourage safe and active school transportation to improve community health, economic, and environmental outcomes.

S-2: Improve community coordination to create schools that use land, tax dollars, and other resources efficiently.

S-3: Improve infrastructure around schools that results in safe pedestrian, bicycle, and bus access.

1.3.7 Water Infrastructure Goals

WI-1: Provide efficient and effective drinking water infrastructure.

WI-2: Manage wastewater in a cost-effective and environmentally sound way.

WI-3: Manage stormwater in a cost-effective and environmentally sound way.

WI-4: Expand the use of reclaimed water for non-potable uses.

1.3.8 Public Safety Goals

PS-1: Provide emergency services in a dependable and efficient manner to meet the dynamic needs of a diverse society.

PS-2: Create a resilient region by improving disaster preparedness, response, and recovery efforts, as well as by expanding public safety education.

1.3.9 Solid Waste Goals

SW-1: Plan and take action to reduce, reuse and recycle as much waste as possible and meet the needs of current and future populations.

SW-2: Continue to plan for, educate, assist, and offer access to safely and efficiently manage disposal and reduce hazardous waste.

1.3.10 Environmental Goals

E-2: Reduce the region's carbon footprint and protect critical infrastructure in case of extreme weather or sea level rise.

E-3: Conserve and protect drinking water to meet the region's daily and long-term needs.

E-4: Protect, preserve, and restore streams, wetlands, and shorelines to protect water quality.

1.4 Population and Demand

In order to determine possible needs and system capacities for lands used for public purposes over the 20-year planning period, it is necessary to project future population.

Table 2 shows projected population growth for Tumwater and its Urban Growth Area. The Thurston Regional Planning Council developed this and it is based upon a hybrid economic and demographic model.

Thurston Regional Planning Council has applied two growth scenarios in their projection: current trends and full density. The current projection shows that growth will occur as it has with existing zoning and development regulations. The

full density forecast assumes that development will occur in a more compact manner than presently occurs and that more growth will be accommodated in Tumwater and its Urban Growth Area. Given the goals and mandates of the Growth Management Act and the policies and land use designations used in the Land Use Element and the Housing Element, the full density population projection has been used.

Table 2. Tumwater and Urban Growth Area 20-Year Population Projection

	2015¹ Population	2035² Population	Population Increase	Percent Increase 2015-2035
Tumwater	21,939	34,680	12,741	58%
Urban Growth Area	3,250	8,203	4,954	152%
Combined Areas	25,188	42,883	17,695	70%

Source: ¹ Office of Financial Management, Forecasting Division

² The Profile, October 2015, Thurston Regional Planning Council, and the Population and Employment Forecast for Thurston County Final Report

Note: The City of Tumwater started the update process in 2015 using data from 2015 and did not receive 2016 data until it was too late to incorporate in the update process.

Table 2 shows the total population within Tumwater's city limits will be 34,680 by 2035.¹ The population within Tumwater's city limits was 21,939. This means an additional population of 12,741 must be accommodated within the city limits within the 20-year planning period.

1.5 Urban Growth Area

Section II of the Thurston County, County-Wide Planning Policies contains specific guidelines and policies for the provision of urban services within the Urban Growth Area. These policies are adopted by reference and are included in their entirety in the Appendix B of the Land Use Element.

County-wide policies should guide the development and provision lands for public purposes within the Tumwater Urban Growth Area. These policies are implemented through the Joint Planning process. Tumwater coordinates with the Thurston Regional Planning Council and Thurston County along with other service providers to

¹ The City of Tumwater started the update process in 2015 using data from 2015 and did not receive 2016 data until it was too late to incorporate in the update process.

identify areas of shared need for public facilities.

2. CAPITAL FACILITIES INVENTORY

2.1 Transportation System

The Transportation Element contains goals and policies for transportation, documents existing traffic conditions, develops a future and existing land use base traffic model, develops an impact fee program, and develops recommendations for traffic improvements including future transportation corridors.

The *Regional Transportation Plan* prepared by the Thurston Regional Planning Council addresses transportation needs on a region-wide basis.

The *Thurston Regional Planning Council Transportation Improvement Program* contains specific recommendations for transportation improvement within the County.

2.1.1 Streets and Roads

The Transportation Element is hereby incorporated by reference. It should be consulted for information on street and road corridors and the modal integration of Tumwater and its Urban Growth Area that is more detailed.

The Capital Facilities Plan identifies funding for the transportation improvements in Tumwater and it is hereby incorporated by reference.

2.1.2 Regional Transit Facilities and Services

The *Intercity Transit Strategic Plan* is the master planning document that drives Intercity Transit operations and service delivery. The plan, updated annually, highlights service concepts, resource priorities, capital investments, and policy direction. It is based on population growth, regional development, and financial forecasting. The *Intercity Transit Strategic Plan* includes operational policy positions that guide the agency and its vision for public transportation service delivery in the region, including within Tumwater. The *Intercity Transit Strategic Plan* is hereby incorporated by reference.

2.1.3 Transit Service and Facilities Inventory

There are six Intercity Transit routes directly providing service to and from Tumwater: Local Routes: 12, 13, 42, 43, 68, and Express Route 609 from Tumwater to Lakewood.

Fixed Local Transit Routes

Route 12: Olympia to Tumwater, a neighborhood collector via Capitol Blvd to Littlerock Road and Department of Health – Labor and Industries

- Weekdays: 30-minute peak and 60-minute off-peak service, 6 a.m. – 11 p.m.
- Weekends: 60-minute service from 8:15 a.m. – 8:40 p.m.

Route 13: Olympia to Tumwater, a trunk route via Capitol Blvd to Labor and Industries

- Weekdays: 15-minute service 6:15 a.m. – 5:45 p.m. then 30 to 60-minute service 5:45 p.m. – 10:50 p.m.
- Weekends: 60-minute service from 8:45 a.m. – 10:50 p.m. Saturdays and to 8:10 p.m. Sundays

Route 42: Olympia to Tumwater, a circulator loop route via South Puget Sound Community College to County Accountability and Restitution Center – Family Court to Black Lake and Cooper Point

- Weekdays only: 30-minute service broken into four groupings for morning (7:15 – 9:00 a.m.), mid-day (12:00 – 1:30 p.m.), and late afternoon/evening (3:00 – 6:20 p.m.)

Route 43: Olympia to Tumwater, a neighborhood collector via Deschutes Parkway to the Courthouse, South Puget Sound Community College, and Tumwater Square

- Weekdays: 30-minute service 6:15 a.m. – 7:40 p.m.
- Saturdays: 60-minute service 8:45 a.m. – 7:10 p.m.

Route 68: Olympia to Tumwater to Lacey, a neighborhood collector via Olympia Transit Center to Tumwater Square to Henderson Boulevard to Yelm Highway, Corp Center Transfer Station, via Ruddell Road, Mullen Road, Carpenter Road, and Pacific Avenue to the Lacey Transit Center

- Weekdays and Saturdays: 30-minute service morning and afternoon peak and 60-minute off peak, 6 a.m. – 8:30 p.m.

- Sundays: 60-minute service from 8:30 a.m. – 8:30 p.m.

Express Route 609: Tumwater to Lakewood Express service via Department of Health – Labor and Industries, Capitol Campus, Hawks Prairie Park and Ride to Lakewood Station-SR 512 Park and Ride. Grant funded through mid-June 2017

- Weekdays only: 10 northbound trips and 11 southbound trips between 5 a.m. – 7:30 p.m.

Paratransit Service

Dial-A-Lift: On-demand service at least 24-hour reservation for qualified mobility challenged clients: operates seven days a week throughout the service district following the same operating hours as fixed route service. The service covers up to $\frac{3}{4}$ mile on either side of a fixed route in urban areas and up to 1 $\frac{1}{2}$ miles either side of a fixed route in rural areas.

Commuter Vanpool Program

Vanpool: Groups of 5 – 15 people lease a commuter van on a monthly basis to commute to/from work. A van group must originate in or end in Thurston County to qualify for its use. Intercity Transit currently has approximately 200 vanpools operating weekdays throughout the Puget Sound area. Groups are traveling as far south as Chehalis as well as north to Bremerton, Renton, Redmond, and Seattle.

- Vanpools ending in Tumwater: 39
- Vanpools originating in Tumwater: 4

Employment Assistance Program

Village Vans: Federal and state funded program offers two free programs: driver training/job skills and work-related transportation for low-income job seekers. Vans operate throughout Intercity Transit's service district. Program coordinates efforts with a number of service organizations and South Puget Sound Community College, including "WorkSource Thurston County," located on Irving St SW, Tumwater.

Capital Facilities in Tumwater

Tumwater Square: Currently, four routes serve this on-street location on weekdays and Saturdays, and three routes on Sundays. Tumwater

Square includes bus shelters and waiting areas on both sides of Cleveland Avenue, adjacent to the Safeway grocery store. Routes 12, 13, 43, and 68 serve this stop as does Rural and Tribal Transit vans.

In line with the Brewery District Plan, the City and Intercity Transit are working on moving the Tumwater Transfer Station to Capitol Boulevard, between Custer Way and Cleveland Avenue.

State office – Department of Labor and Industries: Intercity Transit maintains a transfer stop at the main entrance to the Labor and Industries Building. Routes 12, 13, and 609 serve this stop as does Rural and Tribal Transit.

Tumwater Park and Ride Lot: Agreement with property owner of State Department of Health facility to use 30 stalls of the parking lot at Israel/Bonniewood Drive SE. Routes 12 and 609 serve this lot.

South Puget Sound Community College (Olympia): InterCity Transit maintains a transfer stop at the main entrance to the community college. Routes 42, 43, and 44 serve this stop.

Bus Stops/Shelters: There are approx. 945 bus stops throughout Intercity Transit's service district. Of those, about 120 are within Tumwater.

Other Public Transportation Service Providers

Rural and Tribal Transit: Operates 4 fixed routes between the South County (Rochester, Grand Mound, Centralia, Bucoda, Tenino, Rainier, and Yelm/Nisqually Reservation). Rural and Tribal Transit provides service to the State's Labor and Industries building and to InterCity's Tumwater Square Transfer Station. Riders can transfer to and from Intercity Transit service at either of these transfer points. Weekdays only: trip schedules vary but generally from 6 a.m. – 6 p.m. on most routes.

2.1.4 Pedestrian and Bicycle System

Promoting the increased use and safety of bicycling and walking as transportation modes is city, regional, state, and federal transportation policy.

The purpose of a pedestrian and bicycle transportation system is to provide opportunities to walk or ride a bicycle safely as part of their everyday life. The vision for a system of connected biking and walking infrastructure requires the creation of a changed transportation system that offers not only choices among travel modes for specific trips, but more importantly presents these options in a way that they are real choices that meet the needs of individuals and society as a whole. Some of the long-term goals of effectively designed pedestrian and bicycle systems include:

- Doubling the percentage of trips taken by bicycling and walking for all transportation purposes and simultaneously reduce the number of bicyclist injuries and fatalities.
- Increasing the number of bicyclists and pedestrians or increasing facility mileage each year.
- Improving the connections among bicycle, pedestrian, and transit systems.
- Allowing people to bicycle safely and conveniently within five miles of their homes and to make streets and roads "bicycle friendly" and well designed to accommodate both motorized and non-motorized modes of transportation.

Network performance criteria should be developed. Some applicable criteria would be accessibility, directness, continuity, route attractiveness, low numbers of conflicts with other route users, number of bicycle links with transit, cost, and ease of implementation.

The *Thurston Regional Trails Plan*, the Transportation Element, and the Tumwater Parks, Recreation, and Open Space Plan address the creation of trails as a means of transportation for pedestrians and bicyclists.

2.2 Solid Waste Management

The *Thurston County Solid Waste Management Plan* addresses waste management in all incorporated and unincorporated areas of Thurston County.

The *Thurston County Solid Waste Management Plan* is hereby incorporated by reference. It should be consulted for information on landfill siting and solid waste management for Tumwater and the Urban Growth Area that is more detailed.

Each year the solid waste disposal system is reviewed through the County's Capital Facilities Plan. The County's Capital Facilities Plan process identifies those capital projects required to meet the policy goals and objectives in the *Thurston County Solid Waste Management Plan* and the *Thurston County Comprehensive Plan*, to comply with federal and state law, and address facility safety, operational, capacity, and obsolescence issues.

The project assessment objectively ranks projects based on:

- Ability to meet level of service
- Regulatory compliance
- Health and safety goals and policies
- Sustainability
- Technical feasibility
- Other associated costs

Projects are scheduled over a six-year period relative to their ranking.

The majority of waste generated within the county passes through the Thurston County Waste and Recovery Center prior to being sent for disposal or recovery. The Thurston County Waste and Recovery Center was built on the Hawks Prairie Landfill, and was opened when the landfill closed in 2000. The landfill had served as the primary disposal facility in the county.

The Thurston County Waste and Recovery Center contains a collection of solid waste facilities, including a tollhouse, a recycling drop off center, a yard waste drop off facility, a hazardous materials drop off center (HazoHouse), and a transfer station. The facility is located just outside of Lacey in the northeastern portion of the county along the I-5 corridor. In addition, there is a demonstration garden called the "Closed Loop Park." Thurston County provides space to Goodwill Industries for a collection center at the entrance to the facility.

The Thurston County Waste and Recovery Center transfer station was constructed by Allied Waste Industries, Inc. (Allied) and LeMay to serve as the main collection point for all municipal solid waste collected in the county to be transferred to the Roosevelt Landfill. On average, the Thurston County Waste and Recovery Center receives about 550 tons per day of municipal solid waste.

In addition to household solid waste, this includes:

- 100 tons/day of construction and demolition waste;
- 42 tons/day of yard and food waste; and
- 4 tons/day of recyclable materials.

A new HazoHouse facility is a priority within the County Solid Waste System. While the operational mitigation measures at the current facility have allowed Thurston County to work with the State Department of Ecology and the County Health Department to keep it open while a new facility is designed, they have indicated that a new facility is needed. The new facility should be constructed to meet, at a minimum level, the state minimum standards for municipal waste collection facilities. The facility could be at the same location at the Thurston County Waste and Recovery Center, which is on top of the existing landfill, to make continued use of the protection offered by the landfill liner. However, since the current facility is located on the old landfill, foundation improvements and a robust landfill-gas-capture and management system are necessary.

A new facility could also be sited at the Thurston County Waste and Recovery Center on solid ground at the property leased by Lakeside Asphalt and Paving. This location would require less foundation work, a less complex landfill-gas management system, and significantly less capital expense. Additional locations nearer the center of the population centers may also be viable. Thurston County has is planning for a replacement facility but has not decided on a site on which to construct it.

2.2.1 Pathways to Zero Waste

Despite new technologies and processes that have improved the ability of residents, businesses, and municipalities to handle, sort, and recycle materials, recycling volumes, including yard and food waste, in Thurston County have only improved slightly, and currently make up less than one percent of the total waste stream or 4 tons out of 550 tons per day. As landfills close and the city seeks innovative solutions to the problem of higher waste disposal costs, state government has fewer resources to help. Meanwhile, solid waste management is an important contributor to greenhouse gas emissions, which Washington is bound by law to reduce 25 percent by 2020 below 1990 levels and 80 percent by 2050.

Through a blend of innovative policies, ranging from technical assistance to legislation to initiatives to support and grow recycling markets, the *Solid Waste*

Plan should address these challenges and place the region on the pathway to higher reuse and recycling volumes and reduced disposal that will make zero waste a reality including:

- Providing assistance to dramatically increase recycling and re-use;
- Seizing green economic opportunities to build local markets, jobs, and firms in recycling, re-use, and related material management efforts;
- Explore innovative and alternative technologies for converting municipal solid waste to energy or fuel when financially practical and environmentally safe;
- Increasing producer responsibility to reduce waste that needs to be recycled or disposed of by municipalities and eliminate products containing toxic chemicals from disposal; and
- Developing integrated solid waste management systems that minimize the amount of material that must ultimately be disposed of.

2.3 Sewage Treatment Facilities and Sanitary Sewer System

Sanitary sewage treatment in Tumwater is provided by the LOTT interception and treatment system. The LOTT system is based on a joint agreement, and it was created to serve the sewage collection and treatment needs of the cities and urban growth areas in north Thurston County. Participating members include the cities of Lacey, Olympia, Tumwater, and Thurston County.

LOTT has purchased a portion of the former Olympia Brewery and plans to build a reclaimed water treatment plant there. LOTT and the City of Tumwater recently extended a reclaimed water line and storage tank to the south side of the Tumwater Valley Golf Course. This tank stores reclaimed water that is being used to irrigate the golf course. LOTT's mid-range plan is to extend this water line east to Henderson Boulevard and then south to an infiltration facility next to Henderson on the bluff above the Deschutes River where LOTT has purchased land.

Currently, new development within the city limits and urban growth area is required to connect to LOTT if sewer line is available within reasonable distance, as defined in the City's Sewer Plan. Tumwater is in discussions with Thurston County, the cities of Olympia and Lacey, and LOTT on a plan to convert existing developments that are on septic systems to LOTT sewer lines. This is intended to reduce surface water and groundwater impacts from these existing systems.

Sanitary sewer systems for Tumwater and the Urban Growth Area are addressed in detail in the *Comprehensive Sewer Plan*. The *Comprehensive Sanitary Sewer Plan* covers the existing and proposed sanitary sewer collection and conveyance system for the city limits and the Urban Growth Area.

The *Comprehensive Sanitary Sewer Plan* and any subsequent updates to this plan are incorporated by reference. It should be consulted for information on sanitary sewer systems and facilities within Tumwater and the Urban Growth Area that is more detailed.

The Capital Facilities Plan identifies funding for the Tumwater sanitary sewer system and it is incorporated by reference.²

2.4 Stormwater Systems and Facilities

Improvements to Tumwater's stormwater system are identified in the Capital Facilities Plan. This plan is incorporated by reference. In addition to these projects, Tumwater has implemented a comprehensive stormwater program since 2007 to meet National Pollutant Discharge Elimination System (NPDES) – Phase II permit requirements. Tumwater has also adopted groundwater-monitoring standards, similar to that of Thurston County, to examine long-term groundwater quality trends in the Salmon Creek Drainage Basin, Black Lake Drainage Basin, and Deschutes River Watershed and require developments to limit impacts of the projects to neighboring properties.

2.5 Water Systems and Facilities

The *Comprehensive Water System Plan* reviews land use, demands within the city's service area, supply sources, system deficiencies, and capital improvements to address those deficiencies, and water quality, including wellhead protection and utility operations and maintenance. This plan recognizes the need for coordination between

² Because LOTT is effectively an extension of the City (and the other partners), agreements are not needed to accommodate growth. However, coordinated planning is essential to ensuring capacity exists for Tumwater and all the LOTT partners. Every year, LOTT revisits the planning horizons with each jurisdiction and develops a capital program to accommodate growing demands. As we saw with the forecasts in the 2010 Water System, earlier growth projections sparked an aggressive capacity-building era at LOTT to ensure sufficient treatment capacity for future years. In 2015, LOTT re-evaluated growth projections and it has slowed capacity-building projects to reflect current growth projections more accurately.

land use and water service provision. The Tumwater City Council adopted the *Comprehensive Water System Plan* and the State Department of Health approved it.³

The City's *Wellhead Protection Plan*, most recently updated in 2016, addresses groundwater protection. The plan identifies regulated areas where a program systematically reviews the management, use, and disposal of hazardous materials, details an early response-monitoring program, and outlines policies and goals for maintaining protections for groundwater. Wellhead protection requirements are also identified in Title 16 of the Tumwater Municipal Code (aquifer and wellhead protection standards). The implementation of Tumwater's Low Impact Development (LID) ordinance will provide best management practices in design and development to minimize stormwater runoff that could potentially harm Tumwater's water sources.

The *Comprehensive Water System Plan* and the *Wellhead Protection Plan* are hereby incorporated by reference. It should be consulted for information on water systems and facilities within Tumwater that is more detailed.

The Capital Facilities Plan identifies funding for the Tumwater water system and it is incorporated by reference.

³ In the 2010 Water System Plan, the planning forecast was based on growth and regional forecasts that have since changed for longer-term growth. For example, the forecast called for an Average Day Demand (ADD) of 4.45 Million Gallons Per Day (MGD) by 2015 (without conservation measures) and a Peak Day Demand (PDD) of 10.69 MGD.

In 2015, the City's actual ADD was 2.75 MGD (62% of the forecast) and PDD was 5.9 MGD (55% of forecast). The City's water plans are historically more conservative than reality, as the City plans for "worst case scenario" and heavy fast growth – in this case was experienced in the area from 2006-2008. All growth factors have relaxed, and the forecasts will be updated over the next year as part of the updated Water Plan to reflect this.

Regardless, the City continues to improve operational efficiency, encourage water conservation strategies, and seek new sources of water. Three such sources that were not addressed in the water system plan include a 1,000 gallon per minute (gpm) / 300 acre-feet (acft) water right under current negotiation for acquisition, another water right under negotiation for ~450 gpm / 172 acft, and the third the City will process for transfer in 2017 at the golf course for 2,000 gpm / 400 acft. All these acquisitions, aside from new water rights being pursued, will help the City meet the needs of future growth.

The City is actively pursuing development of the Brewery Wellfield, with planning and design efforts to get underway in 2017. In addition, work on the Southwest Wellfield will pick up in 2017, as well site approval has been received from the Thurston County Health Department. Other major projects completed since the 2010 water system plan include wellfield improvements, including replacement of two failing wells and expansion of production capacity at the Bush Wellfield.

2.6 Parks, Recreation, and Open Space

Recreation, the pursuit of leisure activities, enjoyment of the outdoors, and preservation of open space, habitat, and the natural environment are essential elements in maintaining a balance in the quality of life in Tumwater.

The Parks, Recreation, and Open Space Plan (Element) is an element of the Comprehensive Plan and the Thurston County Joint Plan for the Tumwater Urban Growth Area. A 20-year vision for parks, recreation programs, open space, and trails is identified in this plan. The Parks, Recreation, and Open Space Plan (Element) is incorporated by reference. It is the source for more detailed information on parks and open space related issues for Tumwater and its Urban Growth Area.

The Capital Facilities Plan identifies funding for parks and related facilities and it is hereby incorporated by reference.

2.7 Fire Protection and Emergency Medical Services

The Tumwater Fire Department is responsible for protecting the city from fire, medical, natural, and man-made emergencies. The department provides rescue, fire extinguishment, fire prevention, fire and arson investigation, emergency medical services, hazardous materials services, disaster services, and public education activities to its citizens. In addition to providing these services to citizens, the department also provides fire services to the Olympia Regional Airport and Fire District 15. Medic One services are also provided. The functions of the department are divided into five major divisions: 1) Administration, 2) Suppression, 3) Emergency Medical Services, 4) Training, and 5) Fire Prevention.

2.7.1 Administration

The Administrative division of the Fire Department is responsible for the overall management and administrative direction, planning and budgeting for all units within the department. Administration maintains ongoing relations with the other City departments to assist in overall planning for the community's development. The Fire Chief is also responsible for negotiation of fire service contracts, intergovernmental agreements, and acts as the Disaster Coordinator. Included are costs reflecting the Thurston County (CAPCOM) communication costs for dispatch services.

2.7.2 Suppression

The Suppression division responds to all fire and Emergency Medical Service (EMS) calls. They also conduct public safety inspections and assist in educating the public to prevent fires. In addition, the Suppression division performs maintenance on the fire apparatus and the Fire Station facilities to guarantee readiness.

2.7.3 Emergency Medical Services

Members of the Emergency Medical Services (EMS) division respond to advanced life support emergencies as established by a contract with Thurston County Medic One. Medic personnel are assigned to the Suppression division as the workload permits. Tumwater also enters into an annual inter-local agreement with Thurston County, which, among other things, provides for 80% funding of the program.

2.7.4 Training

The Training division is responsible for coordinating and supervising all departmental training to meet the objectives of the Administration division as required. This division monitors and evaluates the training through observation of manipulative skills at drills and actual incidents.

2.7.5 Fire Prevention

The Fire Prevention division performs the coordination of efforts between the Fire Department and the Community Development Department. This division is responsible for the public safety of the citizens of Tumwater by implementing code enforcement, public education, and fire investigation.

2.7.6 Summary

Continued emphasis is being placed on the administration and enforcement of the Uniform Fire Code. This includes on-going inspections of structures for and of occupancy and requires coordination with the Community Development Department by being part of the team of the Development Review Committee.

The *Tumwater Fire Services Plan* is incorporated by reference. It should be referenced for information regarding fire protection in Tumwater that is more detailed. The Capital Facilities Plan identifies funding for fire facilities and it is hereby incorporated by reference.

The Tumwater Fire Department responds to calls from two city fire stations. The Headquarters Fire Station T-1, located next to Tumwater City Hall, serves the southern area of the city; and Station T-2, located at the intersection of Linwood Avenue and 2nd Avenue, serves the northern portion of the city.

Presently, fire protection is also provided in Tumwater's Urban Growth Area through four volunteer fire districts. These include:

- Fire District 9 – McLane
- Fire District 5 - Black Lake
- Fire District 11 – Littlerock
- Fire District 6 - East Olympia

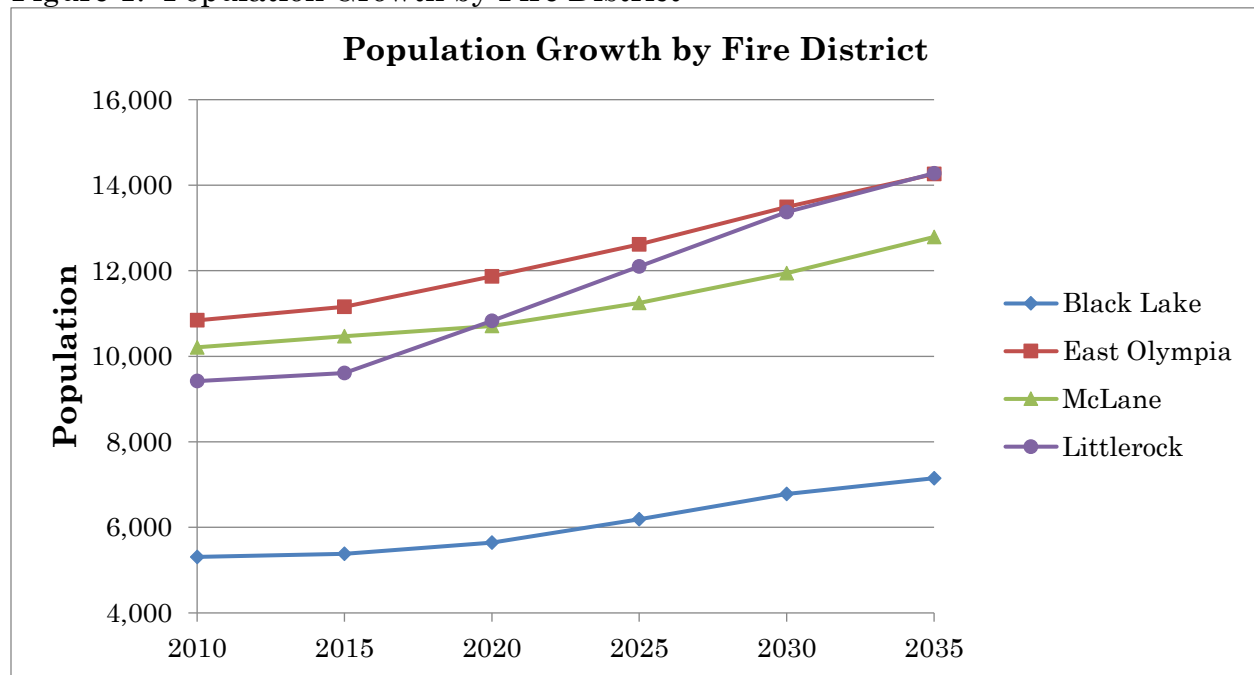
All Fire Districts in Thurston County are mapped in Appendix A.

Table 3. Population Growth by Fire District

Fire District	Year					
	2010	2015	2020	2025	2030	2035
Black Lake	5,310	5,380	5,640	6,190	6,780	7,150
East Olympia	10,840	11,160	11,870	12,620	13,490	14,260
McLane	10,210	10,470	10,710	11,250	11,940	12,790
Littlerock	9,420	9,610	10,830	12,100	13,370	14,280

Note: The City of Tumwater started the update process in 2015 using data from 2015 and did not receive 2016 data until it was too late to incorporate in the update process.

Figure 1. Population Growth by Fire District



Thurston County does not provide fire protection to county residents. Tumwater presently has reciprocal mutual response agreements with all of the above-listed fire districts. A reciprocal mutual response agreement is an agreement whereby a fire district and the city both provide assistance depending on which unit is able to respond first.

2.8 Police Protection

The Police Department is responsible for maintaining law and order and providing police services to the community under the direction of the Police Chief. The agency provides for the preservation of life, protection of property, and reduction of crime. The department is organized into five areas: 1) Administration, 2) Patrol, 3) Traffic, 4) Investigation, and 5) Crime Prevention.

2.8.1 Administration

The Administration unit provides the overall management and administrative direction, planning, budgeting, scheduling, inspection, and training for the department. Also included in this division is the records management function, which maintains incident reports and prepares management reports and records necessary for the effective operation of the department. Additionally, the unit handles telephone and personal requests for service from the public at the Police

Station. Tumwater continues to use the Nisqually Jail and Thurston County Accountability and Resource Center for holding and incarceration of defendants. Tumwater also enters into an interlocal agreement for all dispatch services with Thurston County CAPCOM.

2.8.2 Patrol

The Patrol unit deters and detects crime, apprehends violators, and renders other services designed to provide public protection. This is accomplished by preventive patrol, response to calls for service, and preliminary investigation and follow-up of reports and crimes.

2.8.3 Traffic

The Traffic unit promotes traffic safety and reduces traffic accidents. This is accomplished by enforcement of traffic laws, investigation of traffic accidents, providing input on engineering solutions for traffic safety, and public education.

2.8.4 Investigation

The Investigative unit conducts follow-up activities for serious cases, provides investigative assistance to the patrol unit, and investigates major crime scenes. This unit enforces narcotics violations through participation in the Thurston County Narcotics Task Force, performs crime analyses, and presents information to the Prosecutor's Office for filing of criminal proceedings.

2.8.5 Crime Prevention

Through pro-active patrol efforts, Tumwater Police reduce crime through public education and assistance in residential neighborhoods, the business community, and in the schools. They are responsible for planning and developing various community programs. The primary function is the administration of School Resource Officer program in the school system. The city sponsors the School Resource Officer program with staffing, training, and limited supplies. The Tumwater School District and the City are currently in discussions to expand the program to include two full time police officers.

2.8.6 Summary

The Police Department presently employs 32 commissioned officers and 5.5 non-commissioned administrative staff. The headquarters for this force is the Tumwater City Hall. Officers circulate throughout the city on patrol and respond to

calls from the dispatch center located at 2703 Pacific Avenue SE, Suite A, in Olympia. Because the police force is constantly patrolling throughout the city, there is no need for multiple full service police stations. However, in the past, the police have established a satellite station where an enhanced presence was needed, and it is anticipated this could occur again in the future if the need arises. The current police headquarters was recently expanded to provide space for additional personnel. Thus, an expanded or new police headquarters is not anticipated to be needed within the planning horizon of this plan.

The *Police Master Plan* is incorporated by reference and it should be referenced for specific recommendations. The Capital Facilities Plan identifies funding for police facilities and it is hereby incorporated by reference.

Tumwater has been strongly committed to creating and providing a high level of police protection and services. Police protection services should expand at a rate consistent with community need.

2.9 School Facilities

Tumwater is served almost exclusively by the Tumwater School District. The boundaries of the Tumwater School District are indicated in Figure 2. The Olympia School District serves a few small areas of the city near the northeast city boundary.

Figure 2. Tumwater School District Boundary

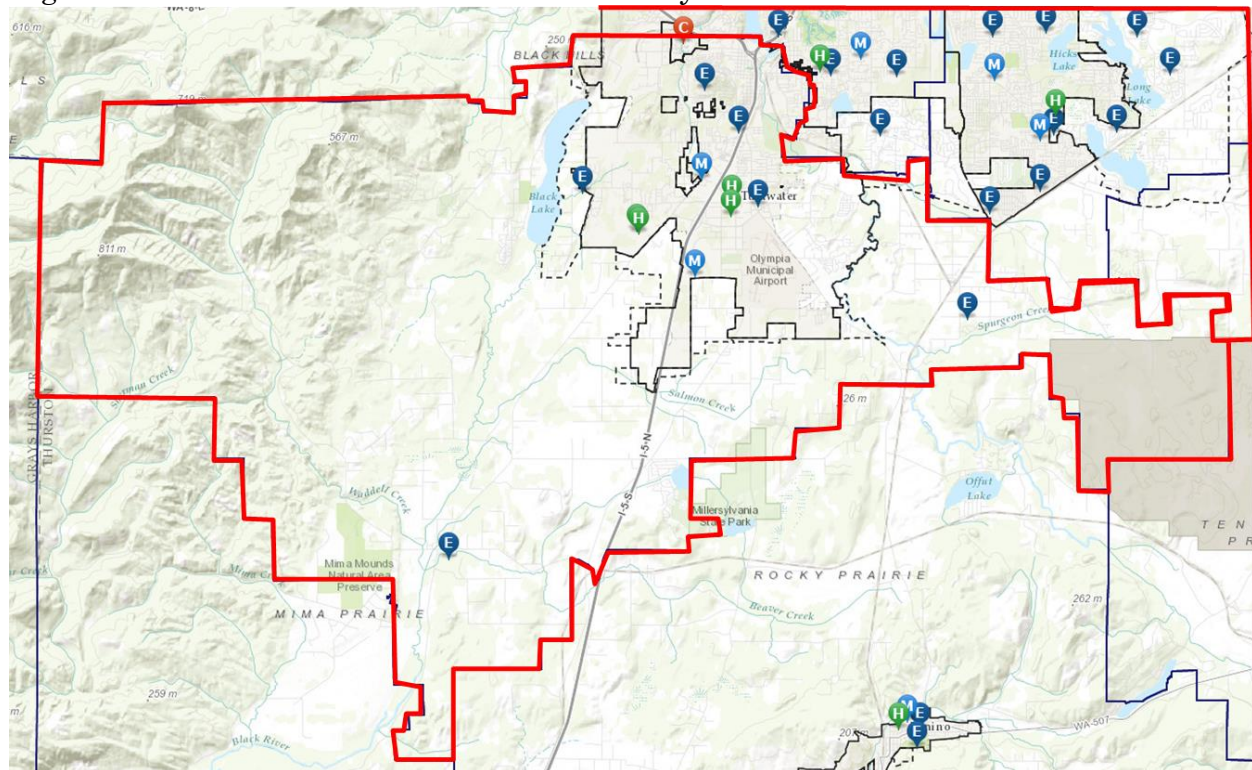
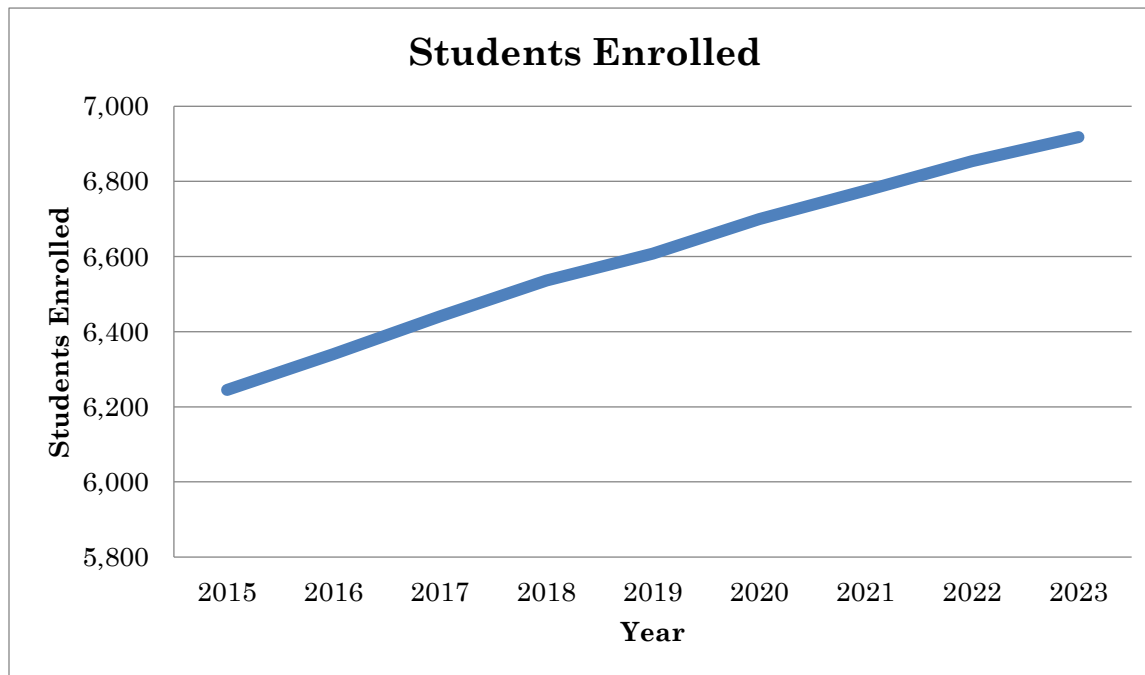


Figure 3. School District Population Growth Projection



Public schools are operated by local school districts and governed by state and federal laws and regulations. State funds provide a large part of school construction financing. School districts raise additional funds from local property taxes. State laws and State Board of Education Rules set standards for funding levels and facility development. School districts perform the task of planning new school facilities within those guidelines.

Tumwater works in cooperation with the Tumwater School District and the Olympia School District to determine and plan for the needs of the districts in Tumwater's Urban Growth Area for the 20-year planning period. The districts have provided information regarding proposed new school facility locations and site criteria. Tumwater will make every effort to assist the Tumwater School District in providing needed facilities as population growth in Tumwater and its Urban Growth Area occurs. Further, the annual update of Tumwater's Capital Facilities Plan includes short-term needs for both Tumwater and Olympia School Districts and it is incorporated as part of the Lands for Public Purposes Element by reference.

Tumwater and the school districts should meet regularly to formally discuss the district's capacity needs and evaluate siting options, including the need for new and upgraded schools (capacity), location of expected new growth, zoning and anticipated growth, and issues such as location, configuration, joint use, and school capture areas.

Tumwater can help to achieve this goal by ensuring that the environment around existing and future school sites is properly conducive to their needs. Tumwater should take into account the safety needs of schoolchildren and the need for school buildings to be appropriately accessible to their service areas. Additionally, Tumwater can ensure that school sites are planned for locations with adequate public facilities and services such as sewer, water, transportation, and law enforcement services.

In order to determine the need for new schools and to account for special growth conditions within the district, Tumwater School District has developed a method to project student enrollment. This method relies upon growth projections supplied by Thurston Regional Planning Council, consultants, and experience within the district. Two factors require that these projections be updated yearly. They are varying kindergarten enrollment, and unanticipated student in-migration.

The number of students per household is a factor the district uses to plan for new schools. Data reporting the number of students per household, by type of house, number of bedrooms, and grade level is available from the U.S. Census. This information is published by the U.S. Department of Commerce, Bureau of Census and is titled *“Demographic Multipliers for Common Configurations of Standard Housing Types for School-Age Children (by Grade Category).”*

The district has adopted the multipliers for the Pacific Northwest Region as the standard for determining the number of students generated from new developments. The multipliers adopted by the district have been adjusted from the Census multipliers to reflect the actual grade breakdown in the District.

Total student population for the Tumwater School District in 2015 was 6,245 and is expected to increase to 6,918 by 2023, an 11% increase.

The School District utilizes a Boundary Committee to monitor enrollment in the district and recommend modifications of attendance zones for elementary, middle, and high school sites. The Committee consists of staff and interested parents. The committee makes its recommendations to the School Board for actual adoption. The location of new elementary schools is based upon growth trends around existing schools and the location of new development. General areas are identified for the placement of a new elementary school because of the need to provide relief from overcrowding of existing elementary schools. The same is true for secondary schools.

2.10 Library Services

Tumwater Timberland Library is a member of the Timberland Regional Library District. The district consists of 27 community libraries and 7 cooperative library centers in five counties in southwest Washington State: Grays Harbor, Lewis, Mason, Pacific, and Thurston counties. The Administrative Service Center is in Tumwater. Books and other materials are exchanged freely with all member libraries within the district.

Tumwater Library began in 1965 as a storefront library in the Southgate Shopping Center. The library has been a part of the Timberland Regional Library District since 1983. A new 17,300 square-foot library, located adjacent to Tumwater City Hall on New Market Street, opened in March 1995. Circulation at the Tumwater Timberland Library has increased significantly since 1995. A total of 292,729 items were checked out in 1995, compared to 391,261 items in 2001, and in 2015, a total of 488,668 were checked out, an increase of more than 20% even with the popularity of online media. While the library facility should be sufficient to provide library services to the community within the planning period, consideration should be given to modernization to keep pace with rapidly changing electronic media, books, and related services.

2.11 City Facilities

Tumwater City Hall provides a center for local governmental activities in Tumwater. City Hall was relocated in 1988 from a site at the intersection of Second Avenue and Bates Street to its present location on Israel Road. City Hall was relocated to the southern area of Tumwater to reflect the future growth of Tumwater and to provide a more central focus.

Tumwater City Hall is located in the Tumwater Town Center. The town center consists of approximately 200 acres and Israel Road, Tumwater Boulevard, and Interstate 5 border it. The *Tumwater Comprehensive Plan* envisions a broad mix of uses in this area that are high density, transit-supportive, and pedestrian and bicycle friendly.

City Hall provides office space for the Mayor, City Administration, City Attorney, and the following departments: Community Development, Finance, Administrative Services, Parks and Recreation, Police, and Public Works. Additional space is provided in the former fire station at the intersection of Israel Road and Capitol Boulevard and is currently used by facilities maintenance staff.

The current City Hall is reaching capacity and will likely need to be expanded or supplemented with an additional building within the planning horizon of this plan. The city has purchased the former Trails Arena in anticipation of moving the Public Works Shop to this location. A draft master plan for the City Hall campus exploring potential expansion options at the current City Hall location is being prepared.

3. ESSENTIAL PUBLIC FACILITIES SITING AND EXPANSION

This chapter of the Lands for Public Purposes Element addresses the identification, siting, and expansion of essential public facilities. This process was developed by the Thurston Regional Planning Council to provide guidance for the implementation of County-Wide Planning Policy V, which recommends that a regional process for the siting of essential public facilities be developed. County-Wide Planning Policy V originated from a requirement in the Growth Management Act itself.

3.1 Growth Management Act

The following language is specified in the Growth Management Act and provides the background for the development of County-Wide Planning Policy V and the process identified in this chapter [Note: The following language is taken from RCW 36.70A.200 Siting of Essential Public Facilities.]

- (1) *The comprehensive plan of each county and city that is planning under this chapter shall include a process for identifying and siting essential public facilities. Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, State and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities group homes, and secure community transition facilities as defined in RCW 71.09.020.*
- (2) *Each county and city planning under RCW 36.70A.040 shall, not later than September 1, 2002, establish a process, or amend its existing process, for identifying and siting essential public facilities, and adopt or amend its development regulations as necessary to provide for the siting of secure community transition facilities consistent with statutory requirements applicable to these facilities.*
- (3) *The Office of Financial Management shall maintain a list of those essential public facilities that are required or likely to be built within the next six years. The Office of Financial Management may at any time add facilities to the list.*
- (4) *No local comprehensive plan or development regulation may preclude the siting of essential public facilities.*

3.2 County-Wide Planning Policy

Section V of the Thurston County, County-Wide Planning Policies contains guidelines for development of a process for identifying and siting essential public facilities as recommended in the Growth Management Act. These guidelines are as follows:

- 5.1 *Cooperatively establish a process for identifying and siting within their boundaries public capital facilities of a county-wide and statewide nature, which have a potential for impact beyond jurisdictional boundaries. The process will include public involvement at early stages. These are facilities that are typically difficult to site, such as airports, terminal facilities, state educational facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes.*
- 5.2 *Base decisions on siting county-wide and statewide public capital facilities on the jurisdiction's adopted plans, zoning and environmental regulations, and the following general criteria*
 - a. *County-wide and state-wide public capital facilities shall not have any probable significant adverse impact on lands designated as critical areas or resource lands; and*
 - b. *Major public facilities that generate substantial traffic should be sited near major transportation corridors.*

3.3 Siting Process for Essential Public Facilities in Tumwater

The following process outlined in TMC 18.56.140 shall be used for siting the essential public facilities identified in Table 5. This process was developed by the Thurston Regional Planning Council to provide guidance for the implementation of County-Wide Planning Policy V.

Essential public facilities identified as conditional uses in the applicable zone district or land use designation shall be subject, at a minimum, to the following requirements.

1. Classify essential public facilities as follows:
 - a. Type One. Multi-county facilities. These are major facilities serving or potentially affecting more than one county. These

facilities include, but are not limited to, regional transportation facilities, such as regional airports; State correction facilities; and State educational facilities.

- b. Type Two. These are local or interlocal facilities serving or potentially affecting residents or property in more than one jurisdiction. They could include, but are not limited to, county jails, county landfills, community colleges, sewage treatment facilities, emergency communication towers and antennae, secure community transition facilities, and inpatient facilities (e.g., substance abuse facilities, mental health facilities, and group homes). (Note: Such facilities, which would not have impacts beyond the jurisdiction in which they are proposed to be located, would be Type Three facilities.)
- c. Type Three. These are facilities serving or potentially affecting only the jurisdiction in which they are proposed to be located.

In order to enable the City to determine the project's classification, the applicant shall identify the proposed service area of the facility and the approximate area within which the proposed project could potentially have adverse impacts, such as increased traffic, public safety risks, noise, glare, emissions, or other environmental impacts.

- 2. Provide early notification and involvement of affected citizens and jurisdictions as follows:
 - a. Type One and Two facilities. At least ninety days before submitting an application for a Type One or Type Two essential public facility, the prospective applicant shall notify the affected public and jurisdictions of the general type and nature of the proposal, identify sites under consideration for accommodating the proposed facility, and identify opportunities to comment on the proposal. Applications for specific projects shall not be considered complete in the absence of proof of a published notice regarding the proposed project in a newspaper of general circulation in the affected area. This notice shall include the information described above and shall be published at least ninety days prior to the submission of the application.

It is expected that an Environmental Impact Statement may be required for most Type One and Type Two facilities in

accordance with the SEPA environmental review process.

The Thurston Regional Planning Council may provide the project sponsor and affected jurisdictions with their comments or recommendations regarding alternative project locations during this ninety-day period.

(Note: The purpose of this provision is to enable potentially affected jurisdictions and the public to review and comment collectively on alternative sites for major facilities before the project sponsor has made their siting decision.)

- b. Type Three facilities. Type Three essential public facilities are subject to the city's standard notification requirements for conditional uses.
- 3. Should any of the above-listed facilities be proposed to be sited in the City, they should be consistent with the intent of the underlying zoning of the proposed site.
- 4. Essential Public Facilities shall not have any probable significant adverse impact on critical areas or resource lands, except for lineal facilities, such as highways, where no feasible alternative exists (adapted from County-Wide Policy 5.2(a)).
- 5. Major public facilities, which generate substantial traffic, should be sited near major transportation corridors (adapted from County-Wide Planning Policy 5.2(b)).
- 6. Applicants for Type One essential public facilities shall provide an analysis of the alternative sites considered for the proposed facility. This analysis shall include the following:
 - a. An evaluation of the site's capability to meet basic siting criteria for the proposed facility, such as size, physical characteristics, access, and availability of necessary utilities and support services;
 - b. An explanation of the need for the proposed facility in the proposed location;

- c. The site's relationship to the service area and the distribution of other similar public facilities within the service area or jurisdiction, whichever is larger; and
- d. A general description of the relative environmental, traffic, and social impacts associated with locating the proposed facility at the alternative sites, which meet the applicant's basic siting criteria. The applicant shall also identify proposed mitigation measures to alleviate or minimize significant potential impacts.

The applicant shall also briefly describe the process used to identify and evaluate the alternative sites.

- 7. The proposed project shall comply with all applicable provisions of the Comprehensive Plan, Zoning Ordinance, and other city regulations.

The following tables shall denote Tumwater's policies for siting and expansion of essential public facilities within existing zones: See Tables 4 and 5.

Table 4. Essential Public Facilities from TMC Figure 18.56.140(A)

Tumwater Essential Public Facility Siting Policies for City Zoning																			
	RSR	SFL	SFM	MFM	MFH	MU	CBC	NC	CS	GC	TC	LI	HI	HC	GB	OS	AP	ARI	BD
A																		P	
B						C	C		C	C	C	C						C	C
C									C(3) (4)			C(3) (4)	C(3) (4)					C(3) (4)	
D												C	C					C	
E												C	C					C	
F				C	C	C	C	C		C									
G				C	C	C	C	C		C									
H												C	C					C	
I		C	C	C	C	C		C	C	C	C(1)	C	C					C	
J												C(2)							

Figure 18.56.140(A) Footnotes:

See Table 5 for meaning of codes A – J.

“C” means conditional use; “P” means permitted use.

Shaded areas mean use is not permitted.

Figure 18.56.140(A) Explanatory Notes:

- (1) In the TC zone district, emergency communication antennas must be affixed to or erected upon existing buildings, water tanks, or other existing structures. Antennas shall not be affixed to a wireless communication support structure. Emergency communication towers are not permitted.
- (2) Secure community transition facilities shall meet the following conditions:
 - A. Minimum Conditions.
 1. Location.

- a. In no case may a secure community transition facility be sited adjacent to, immediately across a street or parking lot from, or within the line of sight of risk potential activities or facilities in existence at the time a site is listed for consideration. “Within the line of sight” means that it is possible to reasonably visually distinguish and recognize individuals;
 - b. In no case may a secure community transition facility be sited within three hundred feet of a residential zoning district;
 - c. Secure community transition facilities are permitted as a conditional use in the light industrial zoning district excluding light industrial zone districts north of Sapp Road Southwest and west of Crosby Boulevard Southwest;
 2. Compliance with Statutory Requirements. The applicant shall provide verification from the Department of Social and Health Services that the proposed facility complies with all applicable state regulations and requirements pursuant to Chapter 71.09 RCW. Where the requirements of this section conflict with the state requirements, the state requirements shall be adhered to over this section;
 3. A maximum of three beds for sexually violent predators may be located within any secure community transition facility.
 - B. Process Requirements. In addition to the standard public notification requirements, all property owners and residents within one-half mile of the proposed project site shall be sent notice of the public hearing regarding the requested conditional use.
- (3) “Juvenile detention facilities” shall meet the following conditions:
- A. Minimum Conditions.
 1. Location.
 - a. Buildings accommodating juvenile detention facilities shall not be located closer than two hundred feet from the boundary of a district in which the use is not allowed as a conditional use;
 - b. Juvenile detention facilities shall be located such that outside law enforcement officers can respond to a call for assistance within five minutes under typical conditions;
 - c. Advance life support service, as defined in RCW 18.73.030(19), must be available within five minutes under typical conditions;
 2. Security.
 - a. The applicant shall submit a security plan, reviewed by the police chief, which at a minimum complies with applicable American Corrections Association’s security standards for juvenile detention facilities. This plan shall identify staffing levels and scheduling, building security, and escape search plan, and provisions for immediate public notification of escapes;
 3. Design.

- a. Size. Juvenile detention facilities with capacity for up to seventy-five inmates shall be located on a site of at least five acres. Sites shall contain an additional four acres for each additional fifty-bed increase in capacity above this threshold;
 - b. Setbacks. The facility shall be set back at least seventy-five feet from public rights-of-way and property lines;
 - 4. Landscaping/Buffers.
 - a. The applicant shall submit a landscaping plan, which serves to maintain or enhance the character of the area without jeopardizing security. This plan shall incorporate at least a twenty-five-foot landscaping buffer along public rights-of-way;
 - b. The applicant shall install an eight-foot-high fence in character with the neighborhood between the facilities and all property boundaries, with the exception of the landscaped street frontage, which effectively screens the site from adjacent properties. The hearing examiner may waive or lessen this requirement if he/she determines that, due to existing site features or the type of character of adjoining uses, the privacy and security of the occupants of adjoining properties can be maintained in the absence of a fence or with a lower fence;
 - c. Barbed wire topped fencing shall not be visible from public rights-of-way;
 - d. Outdoor activity areas located in residential districts shall not be visible from public rights-of-way or adjacent properties;
 - 5. Noise.
 - a. The hearing examiner may require conditions to minimize potential noise impacts including, but not limited to, altering the locations of outdoor use areas and noise-generating facilities, and installations of noise reducing elements such as walls, berms, and landscaping;
 - 6. Access.
 - a. Juvenile detention facilities shall have direct access to an arterial or collector unless the hearing examiner determines that access via lesser classifications of street would not be detrimental to neighborhood character and would not increase public safety risks.
 - B. Process Requirements. Property owners within one thousand four hundred feet of the proposed project site shall be sent notice of the public hearing regarding the requested conditional use.
- (4) "Work release facilities" shall meet the following conditions:
- A. Minimum Conditions.
 - 1. General Requirements.
 - a. The applicant shall provide verification from the Department of Corrections (DOC) that the proposed facility complies with DOC standards and applicable state and local regulations;
 - b. The site must be within one-quarter mile of public transportation or an alternative transportation program, approved by the hearing examiner, must be provided to serve the needs of the facility's occupants;

2. Location.
 - a. Work release facilities shall not be located closer than five hundred feet from the boundary of a district in which the use is not allowed as a conditional use;
 - b. Setbacks. The facility shall be set back at least seventy-five feet from public rights-of-way and property lines;
 - c. Landscaping/Buffers.
 - i. The applicant shall submit a landscaping plan, which serves to maintain or enhance the character of the area without jeopardizing security. This plan shall incorporate at least a twenty-five-foot landscaping buffer along public rights-of-way;
 - ii. The applicant shall install an eight-foot-high fence in character with the neighborhood between the facilities and all property boundaries, with the exception of the landscaped street frontage, which effectively screens the site from adjacent properties. The hearing examiner may waive or lessen this requirement if he/she determines that, due to existing site features or the type of character of adjoining uses, the privacy and security of the occupants of adjoining properties can be maintained in the absence of a fence or with a lower fence;
 - d. Noise.
 - i. The hearing examiner may require conditions to minimize potential noise impacts including, but not limited to, altering the locations of outdoor use areas and noise generating facilities, and installations of noise reducing elements such as walls, berms, and landscaping;
 - e. Access.
 - i. The proposed site shall have direct access to an arterial or collector unless the hearing examiner determines that access via a lesser classification of street would not be detrimental to neighborhood character and would not increase public safety risks.
- B. Process Requirements. Property owners within one thousand four hundred feet of the proposed project site shall be sent notice of the public hearing regarding the requested conditional use.

Legend for Table 4:

RSR:	Residential/Sensitive Resource
SFL:	Single Family Low Density
SFM:	Single Family Medium Density
MFM:	Multi-Family Medium Density
MFH:	Multi-Family High Density
MU:	Mixed use
CBC:	Capital Boulevard Community
NC:	Neighborhood Commercial
CS:	Community Service
GC:	General Commercial
TC:	Town Center
LI:	Light Industrial
HI:	Heavy Industrial
HC:	Historic Commercial
GB:	Greenbelt
OS:	Open Space
AP:	Airport Hazard
ARI:	Airport Related Industrial
BD:	Brewery District

Table 5. Essential Public Facilities from TMC Figure 18.56.140(B)

Code	Essential Public Facility
A	Airports
B	State Education Facilities
C	Large Scale State or Regional Transportation Facilities
D	Prisons, Jails, and Other Correctional Facilities (including but not limited to: jails; juvenile detention facilities; prisons and prerelease facilities; work release facilities)
E	Solid Waste Handling Facilities
F	Inpatient facilities including substance abuse facilities (including but not limited to: intensive inpatient facilities, long-term residential drug treatment facilities, and recovery house facilities)
G	Mental Health Facilities (including but not limited to: congregate care facilities, adult residential treatment facilities, and evaluation and treatment centers)
H	Sewage Treatment Facilities (not including individual or community wastewater treatment systems)
I	Emergency Communication Towers and Antennas
J	Secure Community Transition Facilities
K	Other Facilities Designated by the Washington State Office of Financial Management as Essential Public Facilities

4. GOALS, POLICIES, AND ACTIONS

4.1 Lands for Public Purposes Goals, Policies, and Actions

Goal LPP-1 Provide sufficient and efficient services to Tumwater and the Urban Growth Area.

<u>Policy</u>	<u>Action</u>
LPP-1.1	Coordinate with Thurston Regional Planning Council, Thurston County, and other service providers to identify areas of shared need for public facilities.
LPP-1.2	Ensure concurrency with City, County, and Regional plans to provide the most efficient array of services.
LPP-1.3	Follow the requirements of County-Wide Planning Policy V and RCW 36.70A.200 when siting new facilities and improve the process whenever possible.

Goal LPP-2 Make recommendations for improvements in the provision of public services.

<u>Policy</u>	<u>Action</u>
LPP-2.1	Support actions to expand and improve Tumwater's multimodal transit network. LPP-2.1.1 Support the creation of an advisory body or bodies focused on non-motorized transit options in Tumwater or the region as a whole to give bicyclists and pedestrians a stronger voice in the planning process.
LPP-2.2	Improve waste management services and decrease waste production in the City. LPP-2.2.1 Cooperate with the County Solid Waste System and other local agencies to locate and build a new Waste and Recovery Center, HazoHouse, and other waste management facilities as needed. LPP-2.2.2 Encourage reuse and recycling to minimize solid waste

- production in the City.
 - LPP-2.2.3 Encourage innovative and alternative technologies for converting solid waste to energy or fuel where financially practical and environmentally safe.
- LPP-2.3 Assist school districts with the creation of new facilities to accommodate growing student populations.
 - LPP-2.3.1 Coordinate with the Tumwater and Olympia School Districts to arrange the acquisition of land for new school facilities.
 - LPP-2.3.2 Ensure that the land around sites of future school facilities is compatible with the intended usage by considering factors the City can influence such as the level of transit accessibility to the site, provision of public services, and the zoning of the surrounding area.
- LPP-2.4 Encourage the use of technological advancements to improve City services.
 - LPP-2.4.1 Support the modernization of library services to incorporate increasingly popular media forms such as electronic books and other related services.
 - LPP-2.4.2 Consider establishing public Wi-Fi accessibility in City-owned buildings, particularly City Hall.
- LPP-2.5 Support the fulfillment of citizen requests for public facilities in line with the Parks, Recreation, and Open Space Plan.
 - LPP-2.5.1 Create facilities the public has identified as needs in surveys and public comment.