

STAFF REPORT

Date: October 24, 2023
To: City Council
From: Brad Medrud, Planning Manager



Tumwater Comprehensive Plan and the 2025 Periodic Update Process

The intent of the City Council work session on October 24, 2023 is to discuss the purpose of the City’s Comprehensive Plan and the state-required periodic update to the Comprehensive Plan and the development code.

Contents

- Tumwater Comprehensive Plan..... 2
- City Growth 3
- Periodic Update 5
- Update Schedule and Action items..... 6
 - Phase 1 – Project Start (Summer 2023 – Fall 2023) 6
 - Phase 2 – Plan Development (Winter 2024 – Spring 2024)..... 6
 - Phase 3 – Legislative Process (Summer 2024 – June 30, 2025)..... 7
- Next Steps 7
- Appendix A – Topics Addressed by the Update..... 8
 - 1. General..... 8
 - 2. Specific Elements and Plans..... 8
 - A. Capital Facility Plan (2026-27) 8
 - B. Climate Element..... 9
 - C. Conservation Element..... 9
 - D. Economic Development Plan..... 9
 - E. Housing Element 9
 - F. Land Use Element..... 10

| | |
|--|----|
| G. Lands for Public Purposes Element | 12 |
| H. Parks, Recreation, and Open Space Plan..... | 13 |
| I. Shoreline Master Program..... | 13 |
| J. Transportation Plan | 13 |
| K. Utilities Element..... | 16 |
| L. Development Regulation Update..... | 16 |
| Appendix B - Guidance..... | 22 |

Growth Management Act and the Periodic Update

In Washington State, the Growth Management Act requires fast-growing cities and counties to manage their population growth by developing a comprehensive plan and keeping it updated.

Every ten years under the Growth Management Act, the City must conduct a periodic update of its Comprehensive Plan and related development regulations to ensure they comply with the Growth Management Act and respond to changes in the City since the last periodic update in 2016.

Tumwater Comprehensive Plan

The Comprehensive Plan articulates the goals, policies, and actions that guide the day-to-day decisions of the Mayor, City Council, and City staff for managing the City's policymaking and investment choices for the next 20 years. Under the state Growth Management Act, the City's Comprehensive Plan is the blueprint for where development will occur, what type and intensity it will be, and how required City services to support that growth will be provided.

The Comprehensive Plan's goals, policies, and implementation actions are the foundation for how the City addresses future public and private development, directs spending for capital facilities improvements, collects development impact fees and other development charges, and guides the content of its development regulations.

The updated Comprehensive Plan will cover the period from 2025 to 2045 and will address diversity, equity, and inclusion throughout the Plan and incorporate many state-required changes addressing affordable housing, climate change, transportation, and other topics.

Tumwater Zoning and Development Regulations

The City's zoning and development regulations translate the goals and policies of the Comprehensive Plan into the zoning, land division, and environmental rules that private and public landowners must follow to build on and develop property in the City. It is a planning practice of classifying land as regulated zones for designated purposes to create suitable land

use patterns, by various types of similar uses, or by design standards, e.g., form-based codes, to meet the goals and vision identified in the City's Comprehensive Plan.

The City's development regulations adopt the City's Zoning Map which establishes the location and boundaries of the zoning districts that allow for specific uses and intensities. The City's Zoning Map is based in turn on the land uses and intensities identified in the Citywide Future Land Use Map in the Comprehensive Plan.

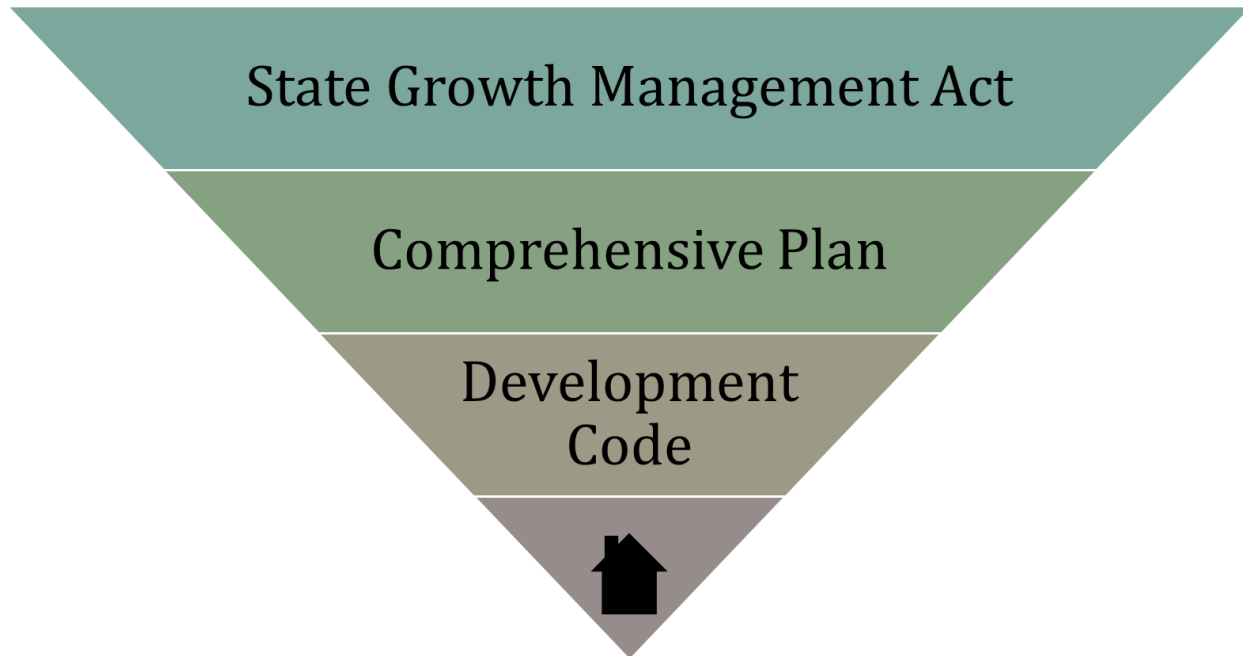


Figure 1. The Relationship of State and City Requirements.

City Growth

Population

The City is expected to grow from 27,100 in 2023 to 37,380 in population by 2045 according to the Thurston Regional Planning Council's population forecast adopted in 2018 with an additional 5,800 people in the City's urban growth area in unincorporated Thurston County. Note that these numbers may undercount potential growth based on the projected and actual growth in the City since 2018.

This population will need to be served by retail, jobs, and services.

Housing

Overall Projected Need

The projected housing need for the City by 2045 is 6,664 more dwelling units will be needed to support projected population growth according to the Thurston Regional Planning Council's

population forecast adopted in 2018. According to the 2020 Census, there were 11,064 housing units in the City. Since 2020, the City has added approximately 600 new housing units with another 200 housing units by annexation.

County Allocation by Income Level

In 2021, the Washington State Legislature passed House Bill 1220 which added new requirements to the housing elements of comprehensive plans. The City must now quantify projected housing needs by economic segment, including permanent supportive housing and emergency housing, and plan for and accommodate these housing needs. The table below shows how the Department of Commerce used population projections to allocate the housing needs for each income level in Thurston County. The City is now working with the other County jurisdictions to allocate those countywide numbers to each jurisdiction.

Table 2: Dept. of Commerce Housing Needs by Income Level for Thurston County.

| | Total | Income Level (Percent of Area Median Income) | | | | | | | | Emergency Housing |
|---|---------------|--|--------------|--------------|--------------|--------------|--------------|---------------|-------------|-------------------|
| | | 0-30% | | 30-50% | 50-80% | 80-100% | 100-120% | 120%+ | Other | |
| | | Non-PSH | PSH | | | | | | | |
| Housing Units | | | | | | | | | | Beds |
| <i>Number of Units</i> | | | | | | | | | | |
| Total Future Housing Needed (2045) | 175,794 | 11,637 | 3,774 | 20,859 | 46,626 | 30,825 | 19,899 | 41,071 | 1,104 | 1,562 |
| Estimated Housing Supply (2020) | 121,438 | 2,879 | 180 | 12,428 | 38,356 | 26,452 | 15,518 | 24,522 | 1,104 | 626 |
| Net New Housing Needed (2020-2045) | 54,356 | 8,758 | 3,594 | 8,431 | 8,270 | 4,373 | 4,381 | 16,549 | 0 | 936 |
| <i>Percent of Units</i> | | | | | | | | | | |
| Total Future Housing Needed (2045) | 100.0% | 6.6% | 2.1% | 11.9% | 26.5% | 17.5% | 11.3% | 23.4% | 0.6% | — |
| Estimated Housing Supply (2020) | 100.0% | 2.4% | 0.1% | 10.2% | 31.6% | 21.8% | 12.8% | 20.2% | 0.9% | — |
| Net New Housing Needed (2020-2045) | 100.0% | 16.1% | 6.6% | 15.5% | 15.2% | 8.0% | 8.1% | 30.4% | 0.0% | — |

Note: "Other" includes recreational, seasonal, or migrant labor housing. Numbers may not add up to totals due to rounding. 2023 HUD-estimated Area Median Income (AMI) for Thurston County is \$102,500.

Table 3: Household incomes associated with Area Median Income percentages.

| Percent of Thurston Area Median Income | Equivalent Household Income (2023) |
|--|------------------------------------|
| 30% | \$30,750 |
| 50% | \$51,250 |
| 80% | \$82,000 |
| 100% | \$102,500 |
| 120% | \$123,000 |

The countywide housing need identified for each income level by Commerce is not flexible – jurisdictions may only influence how this need is allocated among the jurisdictions in the county. This report will briefly review the two allocation methods provided by Commerce, and the alternative methods used by two counties (King and Snohomish).

Employment

Employment in the City is expected to grow from 27,030 in 2017 to 37,760 by 2045 according to the Thurston Regional Planning Council's employment forecast adopted in 2018. Employment in state government followed by retail trade and professional services being the largest employment sectors.

Effect of Growth on the City

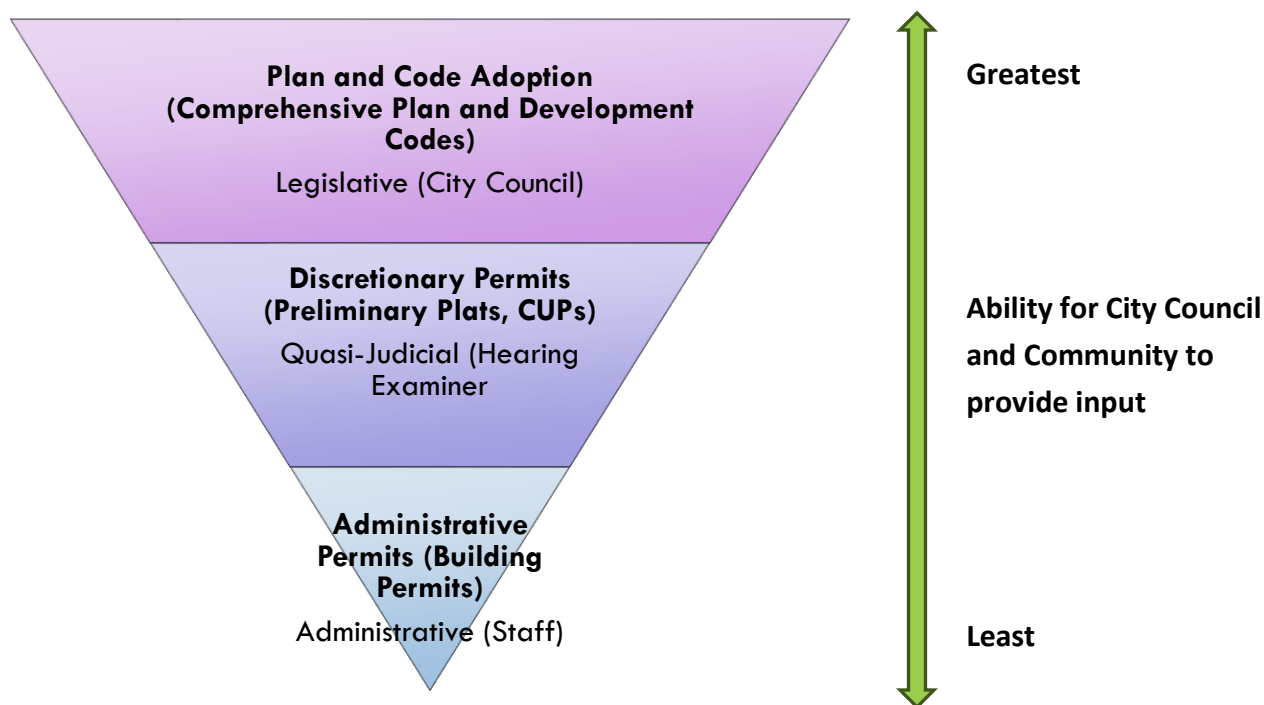
The addition of more people, housing, and jobs will result in a greater need for public services maintained by the City from roads, sidewalks, and bike lanes, to police and fire services, to water, sanitary sewer, and stormwater facilities, parks and recreation facilities, as well as the staff required to maintain those services.

Periodic Update

On a ten-year cycle, the City is required by the state to conduct a Growth Management Act periodic update of its Comprehensive Plan and related development regulations. For the current cycle, the City is required to complete work on the periodic update by June 30, 2025.

It is expected that the update will result in increased density throughout the City to meet state requirements for housing, climate mitigation, and conservation of federally protected species. In turn, this will require revisions to how transportation, public utilities, and park and recreation facilities will be funded through impact fees and Capital Facilities Plan projects to meet state concurrency requirements.

Under state law, the periodic update process is the time where the City Council and the community have the greatest ability to provide input on how and where development of the City occurs.



Update Schedule and Action items

The update process will require citywide resources from all departments to complete. The attached schedule identifies the lead and supporting departments for each Element and Plan in the Comprehensive Plan, funding, and the likelihood of consultant support. Funding for the update will be a mixture of general government and state grant funds.

Phase 1 – Project Start (Summer 2023 – Fall 2023)

City staff will review the visions, goals, and policies in the existing Comprehensive Plan and prepare gap analyses for the Comprehensive Plan and Development Code. The community and stakeholders will be introduced to the periodic update process through a series of communications and asked to prioritize the Comprehensive Plan's vision, goals, and policies through a variety of media outreach methods, including surveys, utility inserts, open houses, informal meetings, presentations, and social media.

Phase 2 – Plan Development (Winter 2024 – Spring 2024)

Feedback gathered through the community outreach process will be incorporated into the draft Comprehensive Plan and Development Code. City staff will present the drafts of the Elements and Plan to the Planning Commission and General Government Committee as well as external and internal stakeholders and focus groups comprised of subject-area experts for review and comment.

Phase 3 – Legislative Process (Summer 2024 – June 30, 2025)

City staff will complete a draft version of the Comprehensive Plan and the Development Code amendments during Phase III. City staff will present the drafts to the Planning Commission and General Government Committee as well as external and internal stakeholders for review.

The Planning Commission will hold several work sessions to discuss the Comprehensive Plan and the Development Code amendments and then conduct a public hearing to gather formal public comment on the draft Comprehensive Plan before developing findings of fact, conclusions, and recommendations that will be forwarded to City Council.

The City Council will consider the recommendation forwarded by the Planning Commission and will hold several work sessions to discuss the Comprehensive Plan and the Development Code amendments.

The process will culminate in the adoption of an updated Comprehensive Plan and amended Development Code by the Growth Management Act deadline of June 30, 2025.

Next Steps

Schedule meetings on the individual element and plan updates with department staff identified in the schedule.

Schedule City staff stakeholder meetings as needed to address topics that affect more than one department.

Appendix A – Topics Addressed by the Update

1. General

- A. Diversity, equity, inclusion, and environmental justice will be considered throughout the Comprehensive Plan.
- B. All elements, plans, and maps will be updated and be internally consistent.
- C. The updated Comprehensive Plan will consist of shorter individual Elements and Plans with a focus on simplified and updated goals, policies, and implementation actions with appendices that contain the required technical information.
- D. A new Comprehensive Plan Goal and Policy Guide will be created for use by staff and policymakers as well as a new User Guide for community members.
- E. Mutually agreeable Memorandum of Agreements between the City and tribes about collaboration and participation in the planning process will be discussed.

2. Specific Elements and Plans

A. Capital Facility Plan (2026-27)

- Address green infrastructure.
- Inventory existing capital facilities owned by public entities in the City.
- Forecast future needs for such capital facilities.
- Update the proposed locations and capacities of expanded or new capital facilities.
- Consider equity for any infrastructure investments and plan for any potential displacement impacts.
- Forecast need for capital facilities based on projected population and adopted levels of service over the planning period. Note the changes to housing types and density provisions in the Housing and Land Use Elements below.
- Establish financing of such capital facilities within projected funding capacities and sources of public money for such purposes.
- Reassess the Land Use Element if probable funding falls short of meeting existing needs and to ensure that the Land Use Element, Capital Facilities Plan, and financing plan within the Capital Facilities Plan are coordinated and consistent.
- Establish procedures to ensure capital budget decisions are in conformity with the Comprehensive Plan.
- If impact fees are collected, identify the public facilities on which money is to be spent.

B. Climate Element

- New state requirement in 2023.
- Build on work done for Sustainable Thurston, the Thurston Climate Adaptation Plan, and the Thurston Climate Mitigation Plan.
- Develop a greenhouse gas emissions reduction subelement consistent with Commerce guidelines to reduce greenhouse gas emissions and per capita vehicle miles traveled, prioritizing reductions that benefit overburdened communities.
- Development a resiliency subelement to avoid or reduce adverse impacts of climate change consistent with best available science, prioritizing actions that benefit overburdened communities.
- Goals and policies must include natural areas to foster resiliency and protect vital habitat for species migration; social, economic, and built environment factors; and addressing natural hazards aggravated by climate change.
- Adopt Natural Hazard Mitigation Plan that addresses entire subelement by reference.

C. Conservation Element

- Update policies to designate and protect critical areas.
- Use best available science to protect the functions and values of critical areas and give “special consideration” to conservation or protection measures necessary to preserve or enhance anadromous fisheries.
- Address how the Bush Prairie Habitat Conservation Plan will manage affected listed species and prairie eco-systems across private and public lands in the City.
- Update greenhouse gas emission targets in the coordination with Climate Element work.
- Address Urban Forestry Management Plan.
- Update Maps.

D. Economic Development Plan

- Update the data workbook for the Plan.
- Add new initiatives.

E. Housing Element

- Update goals, policies, and implementation actions for the preservation, improvement, and development of housing.
 - Consider housing locations in relation to employment locations and the role of middle housing and accessory dwelling units.
-

- Revise inventory and analysis of existing and projected housing needs over the planning period, by income band, consistent with the jurisdiction's share of housing need, as provided by the State Department of Commerce.
- Include adequate provisions for existing and projected housing needs for all economic segments of the community.
- Revise identification of capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, and permanent supportive housing.
- Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability.
- Establish policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions.
- Identify areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments.
- Establish anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing.
- Update information on federal, state, and local financing programs.
- Update housing services provided by public and private service agencies.
- Consider policies to support rental and residential inspections programs.
- Update regulatory barrier assessment, citywide housing needs, and existing and future housing needs to year 2045.
- Address Regional Housing Council and Five-Year Thurston County Homeless Plan.

F. Land Use Element

- Use 20-year population projection for the City and its urban growth area throughout the Plan, update estimates of population densities and building intensities based on future land uses and housing needs.
- Update City land use patterns and distribution information.
- Update City-Wide Future Land Use Map.

- Update Capitol Boulevard Corridor, Brewery District, Littlerock Road, and Town Center Subarea Plans.
- Update Neighborhood Appendix to incorporate current information describing existing development patterns.
- Address specific topics:
 - Airport.
 - Update policies, land use designations, and zoning to discourage location of incompatible uses adjacent to the Olympia Regional Airport.
 - Definitions.
 - Add new definitions.
 - Essential Public Facilities.
 - Shorten and remove regulations in Element.
 - Address clean energy and treatment program facilities amendments to essential public facilities.
 - Green Spaces and Urban Forests.
 - Designate greenspaces and urban forests.
 - Growth Management Goals.
 - Address updated and new Growth Management Goals.
 - Habitat Conservation Plan.
 - Remove existing conservation lands from land capacity.
 - Establish policy for removing new conservation lands from land capacity.
 - Manufactured Home Parks.
 - Expand location of MHP Manufacture Home Park land use designation.
 - Middle Housing.
 - Allow two housing units on every lot, independent of allowed land use densities.
 - Determine how land use densities will work with this and in turn how to plan for capital facilities.
 - Mixed Use/Neighborhood Commercial.
 - Review the “neighborhood center” concept.
 - Look at 88th and Old Highway 99 as a mixed use center, as it has General Commercial and Mixed Use land use designations.

- Look at 79th and Old Highway 99 as the area is currently designated Light Industrial but functions as a General Commercial and Light Industrial land use designation hybrid.
- Natural Hazard Mitigation.
 - Incorporate provisions of the updated 2023 Hazard Mitigation Plan as appropriate.
- Permanently Affordable Housing.
 - Incorporate implementation actions from the Tumwater Housing Action Plan.
- Physical Activity.
 - Use urban planning approaches that promote physical activity.
- Residential Densities.
 - Update minimum and maximum residential densities.
- Schools.
 - Review land use designations and zone districts for schools.
- Single Family and Multifamily Land Use Designations.
 - Replace single family and multifamily land use designations with a range of residential intensities in text and maps.
- Transfer of Development Rights.
 - Remove transfer of development rights requirement for maximum densities in residential land use designations.
- Tree Canopy.
 - Evaluate canopy coverage.
- Urban Growth Area.
 - Coordinate with Thurston County regarding urban growth area size, patterns of development, suitability, and infrastructure.
- Vehicle Miles Traveled.
 - Consider land use approaches to reduce per capita vehicle miles travel.

G. Lands for Public Purposes Element

- Update inventory and projected needs for public buildings, facilities, and services over the 20-year planning period.
 - Update provisions for protection of the quality and quantity of groundwater used for public water supplies.
 - Update chart of zone districts that allow essential public facilities.
-

- Update the process or criteria for identifying and siting essential public facilities including the reentry and rehabilitation facilities as defined in state law.
- Include regional transit authority facilities in the list of essential public facilities.
- Update to allow an expansion of the area in the City that would allow for essential public facilities such as inpatient facilities including intensive inpatient facilities, long-term residential drug treatment facilities, and recovery house facilities.
- Update the identification of lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools, and other public uses.
- Where applicable, update the review of drainage, flooding, and stormwater run-off and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute the waters of the state.
- Incorporate provisions of the updated 2023 Hazard Mitigation Plan as appropriate.
- Address organics management facility siting.
- Include climate resilience element in Group A water system plans if initiated after June 30, 2024.
- Update information from Sewer Plan and NPDES Stormwater Permit.
- Update Maps.

H. Parks, Recreation, and Open Space Plan

- Creation of a complete updated plan is not part of update per direction of the City Administrator and Mayor in 2022.
- Update may include limited revisions to support grant funding opportunities.

I. Shoreline Master Program

- Update complete, next required update 2030.

J. Transportation Plan

- Update Maps.
 - Update existing conditions and operations.
 - Update planned improvements and future operations to 2045.
 - Update transportation improvement program.
 - Update financial analysis.
 - Update traffic impact fees.
-

- Update estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the State Department of Transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities.
- Update land use assumptions used in estimating travel.
- Update facilities and service needs, including:
 - An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning.
 - This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries.
 - Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system.
 - These standards should be regionally coordinated.
 - For state-owned transportation facilities, include the level of service standards for highways to gauge the performance of the system.
 - Identify specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard.
 - Update forecasts of traffic for at least ten years based on the adopted Land Use Element to provide information on the location, timing, and capacity needs of future growth.
 - Identify state and local system needs to meet current and future demands.
 - Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan.
- Update financial analysis, including:
 - An analysis of funding capability to judge needs against probable funding resources.
 - A multiyear financing plan based on the needs identified in the Comprehensive Plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required for cities and for public transportation systems.
 - The multiyear financing plan should be coordinated with the ten-year investment program developed by the state Office of Financial Management.
 - If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met.

- The Transportation Plan, the six-year Capital Facilities Plans for cities and for public transportation systems, and the ten-year investment program for the state, must be consistent.
- Provide a projection of state and local system needs to meet current and future demand.
- Provide a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.
- Consider approaches that increase physical activity.
- Describe any existing and planned transportation demand management strategies, such as high occupancy vehicle lanes or subsidy programs and parking policies.
- Provide an analysis of future funding capability to judge needs against probable funding resources.
- Provide a multi-year financing plan based on needs identified in the Comprehensive Plan, the appropriate parts of which serve as the basis for the six-year street, road, or transit program.
- If probable funding falls short of meeting identified needs, provide a discussion of how additional funds will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met.
- Describe intergovernmental coordination efforts, including an assessment of the impacts of the Transportation Plan, land use assumptions on the transportation systems of adjacent jurisdictions, and how the Plan is consistent with the regional transportation plan.
- Identify lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools, and other public uses.
- Identify open space corridors within and between urban growth areas, including lands useful for trails.
- Update, as needed, the process or criteria for identifying and locating essential public facilities in coordination with the update of the Lands for Public Purposes Element.
- Update demand-management strategies.
- Update information on pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

- Revisions to allow for some form of Intercity Transit turnarounds on Littlerock Road and Old Highway 99 to allow for future transit services.
- Update to include work done on the Thurston Thrives walkability study, Intercity Transit studies, and the Old Highway 99 Corridor Study.
- Allow active transportation facilities, transportation demand management, or public transportation services to meet concurrency.
- Incorporate equitable implementation.
- Estimate multimodal level of service impacts to state transportation facilities.
- Add impact fee revenue for bike and pedestrian facilities.
- Provide multimodal level of service and needs forecasts for arterials, transit routes, and active transportation facilities.
- Give priority to the greatest multimodal safety benefit to each category of roadway users.
- Include Americans with Disabilities Act transition plan.
- Provide funding analysis that includes state transportation facilities.

K. Utilities Element

- Include all electrical, telecommunication, and natural gas systems and make a good faith effort to gather information from them.
- Update general location, proposed location, and capacity of all existing and proposed gas, electric, cable television, and telecommunications to year 2045.
- Update wireless telecommunication facilities information as needed.
- Update the general location, proposed location, and capacity of all existing and proposed utilities.
- Incorporate provisions of the updated 2023 Hazard Mitigation Plan as appropriate.
- Update Maps.

L. Development Regulation Update

1. Accessory Dwelling Units.
 - Expand housing options by reducing barriers to the construction and use of accessory dwelling units.
 - Ensure accessory dwelling unit development regulations in Chapter 18.42 *General Land Use Regulations* address the following:
 - Impact fees may not be more than 50% of single family homes.

- Allow two accessory dwelling units per lot.
 - The maximum size for accessory dwelling units is no less than 1,000 square feet.
 - No development or design standards more restrictive than on the principal home.
 - Allow conversion of existing building even if nonconforming.
2. Affordable Housing.
 - Update to address the requirements for allowing for affordable housing as needed according to state law.
 - Update to address limitations on regulating outdoor encampments, safe parking efforts, indoor overnight shelters, and temporary small houses on property owned or controlled by a religious organization.
 3. Brewery District.
 - Update Chapter 18.27 *BD Brewery District Zone District*.
 4. Citywide Design Guidelines.
 - Update Chapter 18.43 *Citywide Design Guidelines*.
 5. Concurrency and Transportation Demand Management.
 - Update as needed to address state law.
 6. Critical Areas.
 - Address updates required in the State Department of Ecology's Critical Areas Checklist.
 7. Cultural Resources.
 - Update regulations as needed to address procedures to identify, preserve, and/or monitor historical or archaeological resources according to state law.
 8. Design Review Standards.
 - Update as needed.
 9. Electric Vehicles.
 - Update as needed to address that electric vehicle infrastructure adjacent to Interstate 5 and other criteria must be allowed as a use in all areas except those zoned for residential, resource use, or critical areas.
 10. Energy, Sustainability, and Design.
 - Add development regulations needed to implement Comprehensive Plan policies such as energy, sustainability, or design.
 11. Essential Public Facilities.
-

- Update the process or criteria in Chapter 18.56 *Conditional Use Permits* for identifying and siting essential public facilities including the reentry and rehabilitation facilities as defined in state law.
- Update to include regional transit authority facilities in the list of essential public facilities.
- Update to allow an expansion of the area in the City that would allow for essential public facilities such as inpatient facilities including substance abuse facilities including, but not limited to, intensive inpatient facilities; long-term residential drug treatment facilities; recovery house facilities.
- Update to allow clean energy facility location.

12. Existing Buildings for Housing.

- Updates to multiple chapters of Title 15 Buildings and Construction and TMC 18 *Zoning* for use of existing buildings for residential purposes, including Chapter 15.48 *Transportation Concurrency Requirements*.

13. Family Day Care.

- Update as needed to address the requirement that family day care providers be allowed in all residential dwellings located in areas zoned for residential or commercial.
- Update definition as needed according to state law.

14. Floodplain Overlay.

- Update Chapter 18.38 *FP Floodplain Overlay* based on Ecology 2023 review.

15. Impact Fees.

- Ensure that impact fees are applied consistent with state law.
- Ensure that the City's collection of impact fees follows and maintains a system for the deferred collection of impact fees for single-family detached and attached residential construction required by state law.
- Ensure that the state law's limitations on impact fees for early learning facilities are followed.
- Ensure that the state law exemptions of impact fees for low-income and emergency housing development are followed and definitions are updated.
- Update Chapter 3.50 *Impact Fees* to include bike and pedestrian impact fees
- Update Chapter 3.52 *Tumwater Park Impact Fees*.
- Updates to impact fees for smaller residential units
- Updates impact fees for accessory dwelling units

16. Land Division.

- Update Chapter 17.14 *Preliminary Land Divisions* to allow unit lot (condominium) divisions.

17. Update MHP Manufacture Home Park zone district to address expansion.

18. Middle Housing.

- Increase middle housing in areas traditionally dedicated to single-family detached housing.
- Amendments to allow:
 - At least two units per lot in residential zones, except on lots less than 1,000 sf, unless higher-density zoning applies.
 - At least four units per lot in residential zones, except lots less than 1,000 sf, unless higher-density zoning applies, if at least one unit is affordable housing.
 - As an alternative to the first two bullets above, meet their density requirements on 75% of city lots that are primarily dedicated to single-family. Also, meet criteria for the other 25%.
 - Allow at least six of the nine types of middle housing in residential zones.
 - Allow zero lot line short plats.
 - Limit design review for middle housing to administrative process, and not apply any development standards that do not apply to single-family houses.
 - Limit parking requirements for middle housing to one space on lots less than 6,000 SF and two spaces on lots less than 6,000 SF.
 - Option to submit transportation safety study to State Department of Commerce.
- Updates to multiple chapters of Title 18 *Zoning*.
- Option for State Department of Commerce to provide extension of timeline if will result in displacement or overburdened infrastructure
 - Capital Facilities Plan update can also be delayed if extension granted
- Common Interest Communities (e.g., condominium or homeowner's associations) cannot prohibit implementation of these requirements.

19. Mixed Use Zone District.

- Review Mixed Use zone district locations and standards in Chapter 18.20 *MU Mixed Use Zone District* and Chapter 18.33 *MUO Mixed Use Overlay*.

20. Organic Materials Management.

- Update Chapter 18.04 *Definitions* and TMC 18.56 *Conditional Use Permits* for compost handling facilities.

21. Parking.

- Review limitations on the amount of parking the City can require for low-income, senior, disabled, and market-rate housing units located near high-quality transit service.

22. Parks Concurrency.

- The transportation concurrency requirement includes specific language that prohibits development when level of service standards for transportation facilities cannot be met. Note: Concurrency is required for transportation but may also be applied to park facilities.

23. Project Permit Review.

- Update Title 14 *Development Code Administration*.

24. Residential Zoning.

- Update permitted residential uses.
- Replace single family and multifamily zone districts with a range of residential intensities in text and maps.

25. Make SEPA threshold amendments to Chapter 16.04 Environmental Policy.

26. Town Center Zone District.

- Update Chapter 18.23 *TC Town Center Zone District*.

27. Transfer of Development Rights.

- Remove the transfer of development rights requirement for maximum density in residential zone districts.

28. Transportation Concurrency.

- Update regulations to address the transportation concurrency requirement that prohibits development when level of service standards for transportation facilities cannot be met.
- Update regulations to address measures to bring into compliance locally owned transportation facilities or services that are below the levels of service established in the Comprehensive Plan.
 - Levels of service can be established for automobiles, pedestrians, and bicycles.
- Ensure that highways of statewide significance are exempt from the concurrency ordinance.
- Ensure that traffic demand management requirements are consistent with the Comprehensive Plan.
 - Examples may include requiring new development to be oriented towards transit streets, pedestrian-oriented site and building design, and requiring bicycle and pedestrian connections to street and trail networks.

- State law recommends adopting methodologies that analyze the transportation system from a comprehensive, multimodal perspective.
- Ensure if required by state law, a commute trip reduction ordinance to achieve reductions in the proportion of single-occupant vehicle commute trips has been adopted.
 - The ordinance should be consistent with Comprehensive Plan policies for commute trip reduction and State Department of Transportation rules.

Appendix B - Guidance

The State Department of Commerce has provided guidance specific to the periodic update on their Periodic Update webpage.

<https://www.commerce.wa.gov/serving-communities/growth-management/periodic-update/>

www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics

In addition, the Puget Sound Regional Council is conducting a series of workshops on a variety of topics related to the periodic update.

www.psrc.org/our-work/passport-2044-comprehensive-plan-workshop-series

The Municipal Research Services Center has a Comprehensive Planning webpage.

<https://mrsc.org/getdoc/d7964de5-4821-4c4d-8284-488ec30f8605/Comprehensive-Planning.aspx>