

Lands for Public Purposes Element

Part 2 – Technical Information

Tumwater 2025 Comprehensive Plan

Balancing Nature and Community: Tumwater's Path to Sustainable Growth

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Lands for Public Purposes Element

Part 2 – Technical Information



Table of Contents

1. Introduction	5
A. Purpose	5
B. How to Read this Part of the Element	6
C. Growth Management Act Requirements.....	6
D. Definition of Capital Facilities	7
E. Levels of Service	8
F. Sources and Assumptions	8
G. Foundational Documents.....	8
H. Growth and Land Use.....	9
I. Urban Growth Area	11
J. Equity Principles.....	11
2. Capital Facilities Review Analysis	12
A. Overview	12
B. Funding the Lands for Public Purposes Element	12
C. Assumptions.....	12
D. General Capital Revenues	13
E. Dedicated Capital Revenues.....	14
F. Other Revenues Used for Capital Facilities	15
H. Policy Options and Other Funding Sources.....	18
3. Tumwater Managed Capital Facilities and Services.....	20
A. Introduction	20
B. City Buildings.....	20
C. Fire and Emergency Medical Services.....	21
D. Parks and Recreation Facilities.....	26
E. Police Services.....	28
F. Stormwater Systems and Facilities	31
G. Transportation System	33
H. Water Systems and Facilities.....	36
4. Other Publicly Operated Capital Facilities and Services	39

Lands for Public Purposes Element

Part 2 – Technical Information



A. Introduction	39
K. Library Services	39
C. School Facilities	40
D. Sewage Treatment Facilities and Sanitary Sewer System	43
E. Solid Waste Management	45
F. Transit Services.....	48
Appendix A Foundational Documents.....	51
Appendix B New Capital Projects Equity Checklist.....	54

List of Tables

Table LPP-1. Growth Targets for Combined Tumwater and Urban Growth Area, 2020-2045.	9
Table LPP-2. Total Housing Units Needed by Income Level and Emergency Housing Beds (2020-2045).10	
Table LPP-3. Tumwater and Urban Growth Area Population Growth Projections.....	10
Table LPP-4. Actual, Budgeted, and Projected REET Revenues, 2019-2045.	14
Table LPP-5. 2023 Schedule of Revenues, Expenditures and Changes in Fund Balance, Tumwater Transportation Benefit District.....	16
Table LPP-6. Future Estimated Projections, Tumwater Transportation Benefit District.	16
Table LPP-8. Tumwater Fire Department Projects, 2024-2029.....	25
Table LPP-9. Parks Planned Projects in Tumwater.....	27
Table LPP-10. Planned Stormwater Projects, Costs, and Revenues in Tumwater.	32
Table LPP-11. Planned Transportation Projects, Costs, and Revenues in Tumwater.....	35
Table LPP-12. Planned Water System Projects, Costs, and Revenues in Tumwater.	37
Table LPP-13- Tumwater School District Inventory, 2024.	41
Table LPP-14. Tumwater School District Enrollment Forecast, 2024.	42
Table LPP-15. Planned Sanitary Sewer Projects, Costs, and Revenues in Tumwater.	45
Table LPP-16. Foundational Documents for the Lands for Public Purposes Element.	51

Lands for Public Purposes Element

Part 2 – Technical Information



List of Figures

Figure LPP-1. Future Estimated Projections, Tumwater Transportation Benefit District. 17

List of Maps

Map LPP-1. City Facilities

Map LPP-2. Fire Districts

Map LPP-3. School Facilities

Map LPP-4. Sewage Treatment Facilities and Sanitary Sewer Systems

Map LPP-5. Stormwater Systems and Facilities

Map LPP-6. Water Systems and Facilities

Abbreviations Used in Document

REET – Real Estate Excise Tax

TMC – Tumwater Municipal Code

Lands for Public Purposes Element

Part 2 – Technical Information



1. Introduction

A. Purpose

As population grows and community expectations change, existing facilities can become obsolete and the demand for more and varied community facilities and services provided by Tumwater increases.

In conjunction with the six-year Capital Facilities Plan, the Lands for Public Purposes Element is intended to use sound fiscal policies to provide adequate public facilities that are consistent with the other Elements as well as concurrent with or prior to the impacts of development to achieve and maintain adopted levels of service standards during the 20-year time frame of Tumwater's Comprehensive Plan.

The Lands for Public Purposes Element identifies issues and policies needed to support forecasted population and employment growth of Tumwater over the next 20 years and ensures that the provision of essential public facilities is coordinated with the overall Comprehensive Plan and with delivery of essential public facilities region-wide.

Lands for Public Purposes include buildings, equipment, and governmental services provided public agencies for the community. It addresses those facilities and lands that are owned, operated, or franchised by Tumwater or another general or special purpose local government. The Element addresses lands for public purposes in both Tumwater and its urban growth area.

Because capital facilities are significant projects for Tumwater and other agencies to fund, build, and maintain, the earlier Tumwater can plan for its needs the better it can meet its needs.

CAPITAL FACILITIES

State requirements (WAC 365-196-415) that the Comprehensive Plan must meet:

- Address capital facilities owned or managed by Tumwater, such as buildings; parks, open space, and recreation facilities; police, fire, and emergency medical services; and stormwater, transportation, and water systems and facilities.
- Address capital facilities owned or managed by other public agencies, such as library, school, sanitary sewer and sewage treatment, solid waste, and transit systems and facilities.
- Identify new and expanded capital facilities necessary for growth over the twenty-year life of the Comprehensive Plan.
- Include an inventory, forecast of future needs based on the Land Use Element, locations, and capacities of expanded or new facilities.
- Include a six-year plan that will finance such capital facilities within projected funding capacities and clearly identify sources of public money for such purposes.
- Reassess the Land Use Element if probable funding falls short of meeting existing needs.

Lands for Public Purposes Element

Part 2 – Technical Information



B. How to Read this Part of the Element

Part 2 of the Lands for Public Purposes Element consists of the following chapters.

- **Chapter 1 – Introduction:** Discusses the State requirements for the Element, definitions used in the document, sources of information, levels of services, growth and land use projections, Tumwater’s urban growth area, and equity principles in capital facility planning.
- **Chapter 2 – Capital Facilities Review Analysis:** Provides a summary of Tumwater’s funding for current and future public services and facilities for development.
- **Chapter 3 – Tumwater Managed Capital Facilities and Services:** Provides an overview of all the Tumwater managed

capital facilities and services a summary of critical areas in Tumwater.

- **Chapter 4 – Other Publicly Managed Capital Facilities and Services:** Provides an overview of all the capital facilities and services managed by other public agencies that serve development in Tumwater.
- **Appendix A – Foundational Documents:** Provides a list of the documents used to create the Lands for Public Purposes Element’s Technical Summary.
- **Appendix B – New Capital Facilities Equity Checklist:** Contains the New Capital Facilities Equity Checklist to be used in preparation of Tumwater’s six-year Capital Facilities Plans

C. Growth Management Act Requirements

The Washington State Growth Management Act requires that the Lands for Public Purposes Element and its associated six-year Capital Facilities Plan include:

- a. An inventory of existing capital facilities owned by public entities, including green infrastructure, showing the locations and capacities of the capital facilities;
- b. A forecast of the future needs for such capital facilities;
- c. The proposed locations and capacities of expanded or new capital facilities;
- d. A six-year plan that will finance such capital facilities within projected funding

capacities and clearly identify sources of public money for such purposes; and

- e. A requirement to reassess the Land Use Element if probable funding falls short of meeting existing needs and to ensure that the Land Use Element, Lands for Public Purposes Element, and financing plan within the Lands for Public Purposes Element are coordinated and consistent. [RCW 36.70A.070(3)]

In addition, in 2023 the state amended the requirements for capital facilities in the Growth Management Act to require that Tumwater do the following:

Lands for Public Purposes Element

Part 2 – Technical Information



"...identify all public entities that own capital facilities and endeavor in good faith to work with other public entities, such as special purpose districts, to gather and include within its capital facilities element the information required by this subsection. If, after a good faith effort, the county or city is unable to gather the information required by this subsection from the other public entities, the failure to include such information in its capital facilities element cannot be grounds for a finding of noncompliance or invalidity under chapter 228, Laws of 2023. A good faith effort must, at a minimum, include consulting the public entity's capital facility or system plans and emailing and calling the staff of the public entity."

Recent Growth Management Hearings Board cases have placed greater importance on the preparation and implementation of the Lands for Public Purposes Element. The key points include:

- The Element should address the 20-year planning period and be consistent with growth allocations assumed in the Land Use Element.

D. Definition of Capital Facilities

Capital facilities have a long useful life and include Tumwater and other publicly operated infrastructure, buildings, and equipment. The planning for lands for public purposes does not cover regular operation and maintenance, but it does include major repair, rehabilitation, or reconstruction of capital facilities.

The Lands for Public Purposes Element and its associated six-year Capital Facilities Plan addresses infrastructure, such as streets, roads,

- The Element should demonstrate the ability to serve Tumwater and its urban growth area.
- The funding sources in the six-year Capital Facilities Plan should be specific and committed. Tumwater should provide anticipated funding sources for the 20-year period though it can be less detailed than for the six-year period.
- Growth, levels of service standards, and a funded capital improvement program must be in balance. In cases where the levels of service standards cannot be met by a service or facility, Tumwater could do one of the following:
 - 1) Add proposed facilities within funding resources;
 - 2) Reduce demand through demand management strategies;
 - 3) Lower levels of service standards;
 - 4) Phase growth, or
 - 5) Amend the Land Use Element.

traffic signals, sewer, stormwater, and water systems, parks, and public facilities through which services are provided, such as fire protection facilities and major equipment, law enforcement facilities, or schools.

According to WAC 365-196-415, at a minimum, the capital facilities required to be included in the Lands for Public Purposes Element inventory and analysis are water, sewer, and stormwater systems, schools, parks and recreation facilities,

Lands for Public Purposes Element

Part 2 – Technical Information



and police and fire facilities. The Element also includes City buildings, transportation facilities,

and library, solid waste management, and transit services.

E. Levels of Service

Levels of service are established in the Lands for Public Purposes Element and represent quantifiable measures of capacity. They are the minimum standards established by Tumwater to provide capital facilities and services to the community at a certain level of quality and within the financial capacity of Tumwater or other public providers.

Levels of service standards are influenced by the local community, elected and appointed

officials, national standards, mandates, and other considerations, such as available funding.

Examples of levels of service measures include the amount of intersection delay, acres of parks or miles of trails per 1,000 population, gallons of water per capita per day, and so forth. Those facilities and services necessary to support growth should have levels of service standards and facilities.

F. Sources and Assumptions

The Lands for Public Purposes Element is based on the following sources of information and assumptions:

- **Capital Facility Functional or System Plans.** Capital facility functional or system plans of Tumwater or other service providers were reviewed for inventories, levels of service, planned facilities, growth forecasts, and potential funding.
- **Growth Forecasts.** Population and job growth forecasts were allocated to

Tumwater through the Countywide Planning Policies for Thurston County. The 2024 population as well as population growth for each facility provider is estimated.

- **Revenue Forecasts.** Revenues were forecasted to 2045 using the current budgeted revenues and historical information. The sources of revenue are taken from Tumwater's current budget document and prior six-year Capital Facilities Plans.

G. Foundational Documents

The Lands for Public Purposes Element incorporates by reference the following system plans. These documents are summarized where appropriate in the Element. For full context, please see the following plans:

- Comprehensive Stormwater Management Plan (2018)

- Parks, Recreation, and Open Space Plan (2008 and 2016)
- Police Strategic Growth Plan (2025-2029)
- Sanitary Sewer Comprehensive Plan (2015)

Lands for Public Purposes Element

Part 2 – Technical Information



- Strategic Plan, City of Tumwater Fire Department (2024)
- Thurston County Solid Waste Management Plan 2021-2026, Thurston County (2021)

- Transportation Plan (2025)
- Water System Plan (2021)

A complete list of all plans that form the basis for the Lands for Public Purposes Element is found in Appendix A: *Foundational Documents*.

H. Growth and Land Use

The planning area for the Lands for Public Purposes Element is Tumwater and its urban growth area. Capital facilities are proposed to serve growth in Tumwater and its urban growth area.

1) Growth Targets and Projections

To determine needs and system capacities for lands used for public purposes over the 20-year planning period, it is necessary to project the future population of Tumwater and its urban growth area.

In conjunction with Thurston County and Lacey, Olympia, Tenino, and Yelm, Tumwater

contracted with the Thurston Regional Planning Council to complete a countywide housing need allocation and a land capacity analysis in April 2025.¹ The Thurston Regional Planning Council completed a countywide employment forecast in November 2019.²

Tables LPP-1 and LPP-2 shows the growth targets for Tumwater and its urban growth area based on Tumwater's housing need allocation and employment forecast from 2020 to 2045. Table LPP-3 shows the population growth projection in Tumwater and its urban growth area from 2020 to 2045.

Table LPP-1. Growth Targets for Combined Tumwater and Urban Growth Area, 2020-2045.

Target Type	Growth Target for 2045
Employment	10,730 total new jobs
Housing	9,192 total new housing units

Source: Thurston Regional Planning Council, Employment Estimates and Forecast by Jurisdiction and Sector and Planning for and Accommodating Housing Needs in Thurston County: Implementing the Housing Affordability Requirements of HB 1220, 2019 and 2025.

¹ Planning for and Accommodating Housing Needs in Thurston County: Implementing the Housing Affordability Requirements of HB 1220, Thurston Regional Planning Council, April 2025

² Employment Forecast Allocations for Thurston County, Thurston Regional Planning Council, November 2019.

Lands for Public Purposes Element

Part 2 – Technical Information



Table LPP-2. Total Housing Units Needed by Income Level and Emergency Housing Beds (2020-2045).

Income Level or Emergency Housing	Tumwater & its Urban Growth Area
0-30% Permanent Supportive Housing	723 new housing units
0-30% Other	1,736 new housing units
30-50%	1,309 new housing units
50-80%	1,926 new housing units
80-100%	1,140 new housing units
100-120%	798 new housing units
120%	1,561 new housing units
Emergency Housing	184 new beds

Source: Thurston Regional Planning Council, Employment Estimates and Forecast by Jurisdiction and Sector and Planning for and Accommodating Housing Needs in Thurston County: Implementing the Housing Affordability Requirements of HB 1220, 2019 and 2025.

Table LPP-3. Tumwater and Urban Growth Area Population Growth Projections.

Type	Number
Housing Units (2020-2045)	9,192
Household Size (2020)	2.39
Population (2020) ³	28,707
Projected Population Increase (2020-2045) ⁴	21,969
Projected Population (2045)	50,676

Source: Thurston Regional Planning Council, 2025.

Note that the population growth projection of Tumwater and its urban growth area of 21,969 in Table LPP-3 exceeds the population growth anticipated population increase of Tumwater and its urban growth area of 17,363 found in the *Population and Employment Forecast for Thurston County Final Report* prepared by the Thurston Regional Planning Council in 2018.

For the purposes of the 2025 Comprehensive Plan, the higher 2024 population growth projection based on the state housing allocation

in Table LPP-3 will be used for planning purpose in the Comprehensive Plan and the Lands for Public Purposes Element.

2) Land Use Alternatives

In its Land Use Element, Tumwater examined different land use alternatives to meet its responsibilities to meet population and employment targets and to plan for new housing types and targets by affordability.

³ 2020 Population includes the Census calibrated numbers both within Tumwater (25,573) and its urban growth area (3,134).

⁴ Determined by multiplying housing units needed from 2020-2045 by 2020 household size.

Lands for Public Purposes Element

Part 2 – Technical Information



I. Urban Growth Area

Section II of the Thurston County-Wide Planning Policies contain 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 Appendix B: *Thurston County-Wide Planning Policies* of the Land Use Element.

County-wide policies guide the development and provision of lands for public purposes within

Tumwater's urban growth area. These policies are implemented through the joint planning process for those areas in Tumwater's urban growth area. Tumwater coordinates with the Thurston Regional Planning Council and Thurston County along with other service providers to identify areas of shared need for public facilities.

J. Equity Principles

Capital facilities planning ensures that public infrastructure like roads, utilities, and schools, which are vital for housing and overall community development, are adequately planned and maintained.

This planning also considers how capital improvements support new housing development as envisioned in the Housing Element. Throughout the process of capital facility planning and implementation, Tumwater

will consider and act upon principles of diversity, equity, and inclusion to strengthen equity in housing and reduce health disparities.

To help this, the New Capital Projects Equity Checklist found in Appendix B is designed to provoke thoughtfulness around equity and lay groundwork for planners and decision-makers to act on these considerations as capital projects are developed.

Lands for Public Purposes Element

Part 2 – Technical Information



2. Capital Facilities Review Analysis

A. Overview

The revenue analysis of the Lands for Public Purposes Element supports the financing for providing facilities and services, as required by RCW 36.70A.070(3)(d). Revenue estimates, using assumptions that are based on historical trends, are used to represent realistic expectations for revenue that may be available for capital funding.

This revenue analysis looks at Tumwater's capital facility revenues for municipal services. Through

identifying fiscal constraints in the future, and potential gap funding options, project prioritization can be incorporated into the capital planning process.

The revenue analysis provides an approximate forecast of future revenue sources. The numbers projected in this analysis are for planning purposes and do not account for sensitivities such as local, state, and federal policy, economic trends, and other factors.

B. Funding the Lands for Public Purposes Element

Estimated future revenues are projected for the Plan's 2026 – 2045 planning period, in year of expenditure dollars. The following revenue analysis is organized according to the following categories:

- **General Capital Revenues.** Revenues under the category of general capital revenues are the revenues required by law to be used for capital projects. The general capital revenues in Tumwater consist of two types of Real Estate Excise Tax: REET 1 and REET 2.
- **Dedicated Capital Revenues.** Dedicated revenues are required to be used for certain types of capital spending,

outlined by the law. The dedicated capital revenues in Tumwater include park mitigation fees and grants.

- **Operating Revenues.** Tumwater allocates operating revenues when available to capital projects, which are transferred into capital funds. The operating revenues are vehicle license fees, revenues collected in the City Street Fund such as motor vehicle fuel tax, and surface water management fees.
- **Potential Policy Options and Other Funding Sources.** There are additional policy tools and sources available to fund capital projects.

C. Assumptions

The assumptions used in this analysis may not align with Tumwater's future budget assumptions around the same revenue sources as the purpose of the two analyses is different.

Tumwater's budget estimates how much money it will have available for spending in the coming fiscal year, while the Lands for Public Facilities Element revenue analysis is an estimate how

Lands for Public Purposes Element

Part 2 – Technical Information



much revenue specifically allocated to capital projects that Tumwater is likely to receive in total over the next 20 years.

The 2026-2031 Capital Facilities Plan identifies revenue sources for capital projects in that six-year timeframe. Revenues are projected for 2031 to 2045 using various methodologies, depending on trends in historical revenues and

best available information. These methodologies are as follows:

- Projecting revenues based on an annual percent increase.
- Projecting revenues based on a constant historical value.
- Projecting revenues based on existing revenue projections.

D. General Capital Revenues

1) REET 1 and 2

Real Estate Excise Tax revenues are collected on property sales at the point of sale. They are required by law to be spent on capital projects.

REET 1 is a 0.25% real estate excise tax (RCW 82.046.010), and REET 2 is an additional 0.25% real estate excise tax (RCW 82.046.035). These two types of revenue sources are used primarily for specific types of capital facilities.

Tumwater is authorized by the state to impose two separate REET levies. REET 1 and REET 2 each allow for a levy of 0.25% on the assessed value of a sale, for a total tax of 0.5% of the total assessed value. All proceeds must be used for capital spending, as defined in RCW 35.43.040.

REET 2 has more restrictions than REET 1, as it may not be spent on acquisition of land for parks, recreation facilities, law enforcement facilities, fire protection facilities, trails, libraries, or administrative or judicial facilities (RCW 82.46.035). REET 2, specifically, can only be levied by those cities and counties that are required to plan under the Growth Management Act. For REET 2, the capital projects must be those specifically listed in RCW 82.46.035(5):

Public works projects of a local government for planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of streets, roads, highways, sidewalks, streets and road lighting systems, traffic signals, bridges, domestic water systems, storm and sanitary sewer systems, and planning, constructions, reconstruction, repair, rehabilitation, or improvement of parks.

Within the parameters defined by law, REET 1 and REET 2 can be spent at the discretion of Tumwater.

Real Estate Excise Tax revenue is based on the total value of real estate transactions each year, and the amount received annually can vary based on fluctuations in the real estate market and trends in the economy. This analysis assumes that total REET revenue will increase annually by the ten-year historical average inflation rate of 18.06 percent.

Tumwater receives REET revenues in the General Government Capital Facilities Plan, Fund 304. Revenues collected in this fund are used to cover Tumwater's debt service and to fund capital projects. This fund supports both Parks,

Lands for Public Purposes Element

Part 2 – Technical Information



Recreation, and Open Space capital projects and Transportation capital projects.

Table LPP-4 shows total REET revenue collections and the amount available for capital after the annual debt service amount. This may not align

with the amount transferred annually to the Public Works Reserve Fund, which is based on annual project needs. The annual amount for debt service is currently zero. However, Tumwater intends to use debt financing for two large projects in the near future.

Table LPP-4. Actual, Budgeted, and Projected REET Revenues, 2019-2045.

Year	Revenue Collected	Year	Revenue Collected
2019	\$1,336,386	2033	\$6,242,923
2020	\$1,671,140	2034	\$7,370,394
2021	\$2,534,458	2035	\$8,701,488
2022	\$2,489,318	2036	\$10,272,976
2023	\$1,102,382	2037	\$12,128,276
2024	\$1,401,080	2038	\$14,318,642
2025	\$1,654,115	2039	\$16,904,589
2026	\$1,952,848	2040	\$19,957,558
2027	\$2,305,533	2041	\$23,561,893
2028	\$2,721,912	2042	\$27,817,171
2029	\$3,213,489	2043	\$32,840,952
2030	\$3,793,845	2044	\$38,772,027
2031	\$4,479,014	2045	\$45,774,256
2032	\$5,287,924		

Source: City of Tumwater, Finance Department.

E. Dedicated Capital Revenues

1) Metropolitan Park District

Voters approved the Tumwater Metropolitan Park District and a new property tax per \$1,000 of assessed value on November 6, 2018. The City Council established a new dedicated fund for it with Ordinance No. O2019-030 on November 4, 2019.

The Park District allows Tumwater to consider further open space acquisition, the establishment of new parks, expanded

recreation programs, and the possibility of a recreation facility in Tumwater. The district was formed according to state law and is a legal entity separate from Tumwater. Tumwater has financial and operational responsibility, and the governing body of Tumwater and Park District are the same.

Tumwater's Capital Facilities Plan assumes these revenues will be collected in 2026 to 2045. Tumwater Metropolitan Park District property

Lands for Public Purposes Element

Part 2 – Technical Information



tax revenue from 2026 to 2045 is projected to increase one percent annually, due to the statutory limits on the growth of the total property tax levy. This is less than the estimated future inflation rate.

2) Park Mitigation Fees

Park mitigation fees are restricted for the establishment of parks, open spaces, and recreational facilities to serve the expanding population of Tumwater. These revenues are collected in the Public Works Reserve Fund and

transferred to the Parks and General Government Capital Fund. Future park mitigation fee revenues are dependent on development and the issuance of building permits.

3) Transportation Grants

Tumwater receives federal and state grants to support transportation projects. For this analysis, large grants Tumwater has received are excluded as these are not reflective of long-term trends.

F. Other Revenues Used for Capital Facilities

1) Transportation Benefit District Fees

The Tumwater Transportation Benefit District was authorized on September 16, 2014, by Ordinance No. 02014-019. It was created in accordance with state law to provide a source of funding for the maintenance and preservation of streets and related infrastructure, ordinarily a general government activity and reported in the General Fund. Voters approved the Transportation Benefit District sales and use tax on April 28, 2015. It is a legal entity separate from Tumwater. Tumwater has financial and operational responsibilities, and the City Council and governing body of Tumwater's Transportation Benefit District are the same.

The Transportation Benefit District levies a Sales and Use Tax of 0.2% annually. The funds are used primarily to pay for street overlay capital projects and to leverage future Transportation Benefit District funds as local match when applying for federal funds.

Tumwater transfers a portion of this revenue to the Transportation Capital Fund.

Table LPP-6 and Figure LPP-1 show total Transportation Benefit District revenue, and the amount allocated to capital projects. The actual amounts represent Transportation Benefit District revenue that was transferred to the Transportation Capital Fund. Estimates for 2026-2031 are based on the 2026-2031 Capital Improvement Plan.

Projections for 2031-2045 assume total Transportation Benefit District revenue increases by 1.04 percent annually, which is the average increase in total Transportation Benefit District revenue from 2025 to 2035. This is less than the historical inflation to reflect actual prior collections and to acknowledge that this revenue source is likely to grow slowly in the future.

The revenue for capital shown in Table LPP-5 below reflects the revenue that would be available after paying debt service obligations. The current debt service obligation for the

Lands for Public Purposes Element

Part 2 – Technical Information



Transportation Benefit District fund ends in 2025. At its regular meeting on January 21, 2025, the City Council approved placing a ballot

proposition to renew the Transportation Benefit District in the April 22, 2025, special election.

Table LPP-5. 2023 Schedule of Revenues, Expenditures and Changes in Fund Balance, Tumwater Transportation Benefit District.

Category	Dollar Amount
Revenues	
TBD Sales and Use Tax, 0.2%	\$2,444,966
Investment Earning	\$244,994
Total Revenues	\$2,689,960
Expenditures	
Administration & Financial Services Support	\$10,190
Planning and Design	\$82,468
Studies	\$0
Construction	\$4,564,727
Total Expenditures	\$4,657,385
Summary	
Net Changes in Fund Balance	\$(1,967,425)
Beginning Fund Balance	\$6,052,975
Ending Fund Balance	\$4,085,550

Source: Tumwater Capital Facilities Plan, 2024-25.

Note: Year Ended December 31, 2023

Table LPP-6. Future Estimated Projections, Tumwater Transportation Benefit District.

Year	Growth Factor	Revenues Collected	Interest Income	Total
2015	N/A	\$172,832		
2016	N/A	\$1,330,141		
2017	1.15	\$1,527,623		
2018	1.11	\$1,689,394		
2019	1.12	\$1,884,231		
2020	1.32	\$2,487,732		
2021	0.91	\$2,272,587		
2022	1.14	\$2,598,601		
2023	1.04	\$2,689,960		
2024	0.96	\$2,580,654		
2025	1.04	\$2,529,032	\$50,581	\$1,289,807

Lands for Public Purposes Element

Part 2 – Technical Information



Year	Growth Factor	Revenues Collected	Interest Income	Total
2026	1.04	\$2,630,194	\$52,604	\$2,682,798
2027	1.04	\$2,735,402	\$54,708	\$2,790,110
2028	1.04	\$2,844,818	\$56,896	\$2,901,714
2029	1.04	\$2,958,610	\$59,172	\$3,017,783
2030	1.04	\$3,076,955	\$61,539	\$3,138,494
2031	1.04	\$3,200,033	\$64,001	\$3,264,034
2032	1.04	\$3,328,034	\$66,561	\$3,394,595
2033	1.04	\$3,461,156	\$69,223	\$3,530,379
2034	1.04	\$3,599,602	\$71,992	\$3,671,594
2035	1.04	\$3,743,586	\$74,872	\$3,818,458
Total 2025-2035		\$34,107,421	\$682,148	\$31,590,534

Source: Tumwater Transportation & Engineering Department.

Note: Assumptions:

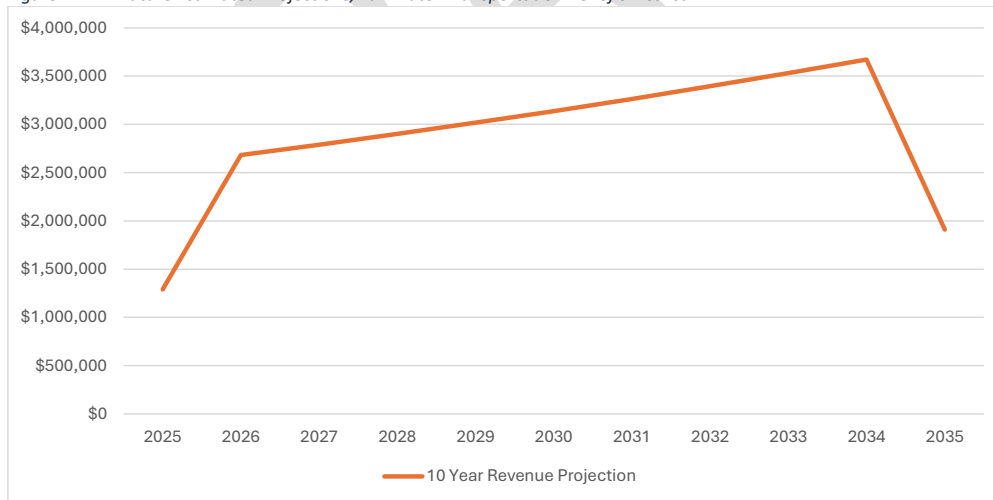
Interest Income – Assume conservative 2%.

Growth Factor – Assume conservative 3%.

Half year collections in 2025 and 2035 due to timing of 2025 election and 10 year expiration mid-2035.

Growth Factor in 2025 based on 2023 actuals so use 4% for two years.

Figure LPP-1. Future Estimated Projections, Tumwater Transportation Benefit District.



Source: Tumwater Transportation & Engineering Department.

Lands for Public Purposes Element

Part 2 – Technical Information



2) Street Fund Revenues

The City's Street Fund is used to collect motor vehicle fuel tax, which is a dedicated state-shared revenue restricted for street maintenance, and other revenue sources that are not restricted. Tumwater transfers a portion of this fund to the Transportation Capital Improvement Program Fund annually.

3) Surface Water Management Fees

Tumwater collects fees to maintain and improve Tumwater's storm drainage system. These fees are collected in the Surface Water Management Fund. Funds are transferred from the Surface Water Management Fund to the Surface Water Management Capital Fund to pay for capital projects on an as needed basis.

Tumwater's Storm Drainage Master Plan states that historically, surface water capital projects have been funded by Tumwater's stormwater utility and grants for specific projects. The amount of funding provided for stormwater-related capital projects varies from year to year, depending on the program revenue, activities, and priorities. Tumwater will continue to pursue grant opportunities to accelerate the rate of construction for stormwater related capital projects.

As described in Chapter 3, Stormwater, the Stormwater Program currently allocates \$350,000 per year in funding to the Infrastructure Replacement Fund to set aside for stormwater system upgrades where roadway projects are occurring. This amount is not sufficient to meet Tumwater's identified needs. There are several unfunded projects identified in the Storm Drainage Master Plan.

H. Policy Options and Other Funding Sources

There are additional policy tools and sources available to Tumwater to fund capital projects. These policy tools and sources include:

- **Local Improvement District or Road Improvement District.** Local Improvement Districts help benefiting properties finance capital improvements, such as installation of sidewalks, curbs, and gutters. Tumwater does not currently have assessment districts. This is a tool Tumwater could consider using to finance street improvements in the future.
- **Impact Fees.** Transportation impact fees must be used for "public streets and roads" that are addressed by a capital

facilities plan element of a comprehensive plan adopted under the GMA, per RCW 82.02.050(4) and RCW 82.02.090(7). Tumwater adopted a Traffic Impact Fee in TMC Chapter 3.50. Traffic Impact Fee revenue is not included in the 2026-2031 Capital Improvement Plan. Tumwater could amend Traffic Impact Fees to update its needs and help finance transportation capital improvements related to growth.

- **Operating Transfers.** Tumwater can transfer funds from the General Fund to support capital projects, as it has done in prior years.

Lands for Public Purposes Element

Part 2 – Technical Information



- **Grants.** State and Federal grant programs can be pursued for competitive regional priorities for infrastructure investments. Pursuing grant opportunities requires resources, and success is not guaranteed.
- **Bonds.** Tumwater does not currently use bonds to support capital facilities funding and has zero existing debt obligations but does plan to issue bonds in the future to fund major capital project.

One benefit of using bond funding is the ability to get major projects started and completed more quickly than using pay-as-you-go funding. Because projects can get completed more quickly, Tumwater could mitigate the increasing cost of construction over time. Debt financing also shares the cost of a project among current and future residents. A challenge with bond funding is the annual debt service requirement, which would

become a long-term obligation for the operating budget and could limit other funding priorities.

- **Tax Increment Financing.** In 2021, the Washington State Legislature authorized local jurisdictions to form tax increment financing districts. Tax increment financing can be used to fund public infrastructure in targeted areas to encourage private development and investment. Tumwater would designate an area surrounding the site of public improvements. The property tax portion of increases in assessed value of properties within the increment area is allocated towards paying for the public improvement costs. This could be a helpful tool if there were an area where public investment would encourage private development, and this development would not reasonably occur otherwise.

Lands for Public Purposes Element

Part 2 – Technical Information



3. Tumwater Managed Capital Facilities and Services

A. Introduction

This section addresses the capital facilities and public services that are required to support growth and that are directly managed by Tumwater, including:

- City Buildings
- Fire and Emergency Medical Services
- Parks, Recreation, Open Space
- Police Services
- Stormwater Systems and Facilities
- Transportation System
- Water Systems and Facilities

B. City Buildings

1) City Hall

Tumwater City Hall provides a center for local governmental activities in Tumwater. This building is a central hub for City Council meetings, Planning Commission meetings, Committee meetings, Open Houses, where community members pay utility bills and apply for permits, and more. It is critical to maintain the building for and its capacity for staff, elected, and the public to use.

City Hall was relocated in 1988 from the current location of the Old Town Center 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 in the Tumwater Town Center. The town center consists of approximately two hundred acres and Israel Road, Tumwater Boulevard, and Interstate 5 border it. The 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 other departments. 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 is being supplemented with an additional buildings and office space:

- A new Operations and Maintenance Facility. This facility will house vehicles, equipment, and more staff in the Transportation & Engineering and Water Resources & Sustainability Departments. Tumwater has purchased the former Trails Arena and is completing permitting. Construction is estimated to start in 2026.
- The Water Resources Department is located at the South Puget Sound Community College in a leased building.

Lands for Public Purposes Element

Part 2 – Technical Information



- Parks and Recreation Department staff relocated from City Hall to a leased building near the Olympia Regional Airport in 2025

The 2024-2029 CFP identifies the need for the City Hall to undergo renovations. The building is over 35 years old, and the workspaces need updating and modernization. Teleworking should be taken advantage of to reduce building occupancy and overcrowding. The parking lot should be expanded after the completion of the new Operations and Maintenance Facility.

2) Community Center

As part of the Metropolitan Parks District funding, voters approved the development of a

community center. This community center will have meeting and event space, senior services, indoor sports courts, and land for a future public pool. It is anticipated that Parks and Recreation will have staff working at the Community Center. Currently, the Community Center is under a feasibility schedule, the location and start dates for construction are not known at this time.

3) Other City Buildings

Other Tumwater owned facilities, such as the fire stations, the library building, the Old Town Center, and parks facilities are described in the sections below.

C. Fire and Emergency Medical Services

1) Overview

The Tumwater Fire Department is responsible for protecting Tumwater from fire, medical, natural, and human-caused 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.

Tumwater provides Advanced Life Support services in partnership with Medic One. With expanded services and population growth, Fire and Emergency Medical Services will need to continually assess facilities, equipment, and equipment to meet demand. An evaluation of the Fire Department was conducted in 2024 by

Emergency Services Consulting International and serves as the basis for the assessment throughout this section.

2) Inventory

The construction and maintenance of facilities comprises an important part of the overall management responsibility of the Fire Department. The number and location of fire stations plays a significant role in determining emergency response time and directly impacts the quality of Tumwater's fire and emergency medical services.

The Fire Department responds to calls from two Tumwater fire stations. The Headquarters Fire Station T-1, located next to City Hall, primarily serves the area south of Trosper Road. Fire Station T-2, located at the intersection of Linwood Avenue and Second Avenue, is also

Lands for Public Purposes Element

Part 2 – Technical Information



staffed full time, and serves the northern portion of Tumwater.

3) Facilities Status

a) Fire Stations

Fire Station T-1 – This facility is over 20 years old. It is a full-size headquarters facility. The station houses a fire engine, medic unit, command car and back-up apparatus. Within the past few years, many upgrades have been accomplished with the facility including a new roof, new siding, replacement of sheet rock in the apparatus bays, new flooring in the watch office, kitchen, and hallways, and painting throughout the exterior and exterior of the station. A full kitchen remodel was completed in 2025. A new vehicle exhaust extraction system was installed in 2020, and a new bay heating system in 2022. The Parks and Facilities Department continues to work through a few other needs that have been compiled and budgeted for.

Fire Station T-2 – This facility is almost 30 years old and since 2017, has been staffed full time. The fire station, which serves the north side of Tumwater, is undersized and plans are in process to remodel the station to meet the needs of the community. Fire Station T-2 also has had construction upgrades with a new roof and gutters, new siding, painting inside and out and interior modification such as new lockers both in the bays and sleeping quarters. A new vehicle exhaust extraction system was also installed in 2019. Like station T-1, Parks, Recreation, and Facilities Department continues to work through a few other needs that have been compiled and budgeted for.

The Fire Department has recently initiated a facilities inspection program. Needs that cannot be accomplished inhouse will be forwarded to facilities to mitigate. This new program encourages all personnel to take ownership and pride in our living space with this new program. This can be accomplished by identifying needs that ought to be corrected and mitigated to make our environment safe and healthy.

b) Other

Presently, fire protection is also provided in Tumwater's urban growth area through three fire districts staffed with volunteers and career firefighters. These include:

- Fire District 9 – McLane/Black Lake
- West Thurston Regional Fire Authority
- Fire District 6 - East Olympia

Tumwater presently has reciprocal mutual response agreements with all the county fire agencies. A reciprocal mutual response agreement is an agreement whereby a fire district and Tumwater both aid depending on which unit can respond first.

4) Functions

The functions of the department are divided into five major divisions:

1. Administration
2. Suppression
3. Emergency Medical Services
4. Training
5. Fire Prevention

Lands for Public Purposes Element

Part 2 – Technical Information



a) Administration

The Administrative division of the Fire Department is responsible for the overall management and administrative direction, as well as planning and budgeting for all units within the department. Administration maintains ongoing relations with the other Tumwater 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 Emergency Management Coordinator.

c) Suppression

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

d) Emergency Medical Services

All fire suppression staff is cross trained to provide emergency medical services to our community. Staff are certified either at the Basic Life Support (Emergency Medical Technician) or Advanced Life Support (Paramedic) level. Tumwater maintains an inter-local agreement with Thurston County Medic One which, among other things, provides apparatus/equipment and training as well as more than eighty percent of the funding for the paramedic program.

e) Training

The Training division is responsible for coordinating and supervising all departmental training to meet the objectives of the Administration division as required. The training

division is responsible for ensuring all deferral and state training requirements are met.

f) Fire Prevention

The Fire Prevention division performs the coordination of efforts between the Fire Department and the Community Development Department. The training division is responsible for ensuring all deferral and state training requirements are met.

5) 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 2024 Strategic Plan for the Fire Department and the 2024 Tumwater Fire Department Agency Evaluation are incorporated by reference. It should be referenced for information regarding fire protection in Tumwater that is more detailed. The six-year Capital Facilities Plan identifies funding for fire facilities, and it is hereby incorporated by reference.

6) Emergency Operations Center

Fire Station T-1 serves as the primary location for direction and control as the Emergency Operation Center. The Fire Chief, reporting to the Mayor or designee, is responsible for the organization, administration, and operation of the emergency management program. The Fire Chief, or the appointed Emergency Management Coordinator under the supervision of the Fire Chief, is responsible for managing and

Lands for Public Purposes Element

Part 2 – Technical Information



coordinating day-to-day emergency management activities.

Tumwater completed the Comprehensive Emergency Management Plan in 2024 and is incorporated by reference. The Comprehensive Emergency Management Plan was developed to define the policies and procedures necessary for carrying out an emergency management program that ensures the preservation of lives, protection of property, and the execution of special measures. The duties of each Tumwater department, and various supporting agencies, are specified in the Comprehensive Emergency Management Plan.

7) Level of Services Standards

The level of service standards for the Fire Department are based upon service area radius, available technology, risk analysis and capacity capability.

Tumwater continues to grow, and with that comes an increased call volume. Response times have been increasing, and around one-third of the time, the department has multiple calls. According to the National Fire Protection Association, the national median rate of firefighters to people in the population ranges from 1.54 to 1.81 firefighters per 1,000 people. As of 2024, Tumwater's ratio is 1.55 firefighters per 1,000 people.

Consideration will need to be given to future resource needs. This may include an additional station or units. The goal would be to eventually hire enough staff for full-time staffing of a third engine with that unit sited in a new station according to a comprehensive analysis of the fire department's programs and processes which is looking forward ten to fifteen years so that the

department is able to manage and anticipate community growth and service demands.

The Fire Chief has identified the positions of Fire Prevention Officer, Fire Training Lieutenant, and Emergency Manager as critical positions that need enhanced support to meet the short-term and long-term needs as well as provide an opportunity for more comprehensive overall planning, including succession planning.

8) Planned Projects, Costs, and Revenues

The Fire Department is approximately a quarter of Tumwater's general fund budget.

The replacement schedule for front-line engines and ladders historically has been every seven years, although this is dependent on the timing of the levy lid lift. In 2011, a levy LID was approved, allowing the department to purchase four new engines. The Fire Department acquired one engine in 2012, a second in 2018, and a third engine has been ordered and under contract as of April 2023. The third engine is expected to be delivered in 2026. The department is working with Tumwater to determine adequate funding for the fourth engine. The reserve fleet will naturally rotate out of the system as the front-line apparatus is replaced. Staff vehicles, including the Battalion Chief, Medical Services Officer, and Fire Prevention Officer are scheduled to be replaced about every ten years and purchased with Tumwater funds.

The department's priorities are:

- Implement elements of the Fire Department's five-year strategic plan.

Lands for Public Purposes Element

Part 2 – Technical Information



- Improve Fire Prevention and Community Risk Reduction Programs.
- A complete study of potential staffing of the BLS Aid Unit with transport capability to address increasing call volumes and ambulance delays.
- Start the process for a new fire station feasibility study to address location and growth.
- Start the process for a fire impact fee.
- Prepare for the Washington Survey and Rating Bureau re-evaluation of Tumwater's rating.
- Seek a partnership with local tribes to fund equipment for wildland fire response.
- Seek a partnership with the Port of Olympia to help fund Aircraft Rescue Firefighting training and equipment purchases.
- In partnership with Thurston County Medic One, explore opportunities to support opioid response in Tumwater and Thurston County.
- Work to improve Emergency Management planning efforts through a partnership with neighboring agencies.

The 2024-2029 Capital Facilities Plan outlines a few projects from the General Fund for the Fire Department. Table LPP-8 below outlines a few of the major proposed projects. More detailed projects, costs, and revenues are outlined in the 2026-2031 Capital Facilities Plan.

Table LPP-7. Tumwater Fire Department Projects, 2024-2029.

Project	Plan	Funding and Cost
Fire Engine Replacement Program	Fire Department Master Plan / Emergency Services Levy Lid Lift	Levy Lid Lift \$1,250,000
Fire Station T-2 Improvements	N/A	General Fund \$1,250,000
Digital Alerting Systems	N/A	General Fund \$125,000

Source: Tumwater 2024-2029 Capital Facilities Plan.

a) Fire Engine Replacement Program

This program includes a 25-year replacement program for fire engines. This program is funded through a property tax levy lid lift approved by voters in 2011. The acquisition of one fire engine occurred in 2012 and a second fire engine was purchased in 2018. A third fire engine has been ordered (under contract April 2023) with anticipated delivery in 2026. Approximately 50% of the cost is due 90 days.

prior to delivery and balance upon delivery. According to our strategic plan, the frontline apparatus will be evaluated for replacement after 6 years of service or when the mileage exceeds 120,000 miles. Projections are for replacement of the 2018 Pierce pumper in 2032 (fourth engine purchased under 2011 levy lid lift).

Lands for Public Purposes Element

Part 2 – Technical Information



b) Fire Station T-2 Improvements

Station T2 was built in 1995 and is staffed full-time with a minimum of three firefighters. Under Tumwater's agreement with Medic One, an additional paramedic unit will be staffed at Station T-2 in 2026. This additional staffing, as well as accommodating future growth needs, necessitates a full remodel of the station during the 2024-2029 CFP plan period.

c) Digital Alerting System

The intent is to apply for the Assistance to Firefighters Grant administered through FEMA.

This would fund the installation of a digital alerting system in Stations T1 and T2. Digital alerting will provide multiple alerts including voice, LED lighting, and visual information display. Alerting can be controlled in each dorm room, so staff are only alerted to calls for their unit, not all calls, reducing stress for responders. This alerting system has been shown to reduce response times and is being installed in other departments locally.

D. Parks and Recreation Facilities

1) Overview

The Parks and Recreation Department is responsible for operating and maintaining Tumwater-owned parks and facilities like the Tumwater Valley Golf Course.

The Parks, Recreation, and Open Space Plan is an element of the Comprehensive Plan and the Tumwater Thurston County Joint Plan in Tumwater's urban growth area. A 20-year vision for parks, recreation programs, open space, and trails is identified in the plan. The 2008 Parks, Recreation, and Open Space Plan is incorporated by reference, and it is the source for more detailed information on parks and open space needs and services for Tumwater and its urban growth area.

the Parks, Recreation, and Facilities Department operates and maintains the golf course.

The golf course has a total of 232 acres of which 170 acres comprises the golf course "proper." The eighteen hole course has a restaurant, pro-shop, a ten-acre driving range, practice greens and a maintenance facility.

Parks facilities range from eighty acres to less than one half acre in size and serve a variety of needs and populations within Tumwater. Future park facilities will include additional neighborhood parks, community parks, a community center, and the development of trail systems.

Park facilities also include the Union/Calvary Cemetery and two historic homes within the Tumwater's Historic District.

2) Inventory

The six-year Capital Facilities Plan identifies funding for parks and related facilities, and it is hereby incorporated by reference. Tumwater currently operates and maintains twelve municipal parks totaling 153 acres. Additionally,

Tumwater Old Town Center was the former City Hall and fire station. Now, it is a community center that offers programs and activities to seniors through the Parks and Recreation Department. A daycare is also currently leasing a portion of the building.

Lands for Public Purposes Element

Part 2 – Technical Information



The Tumwater Parks and Recreation Department will be located at a satellite office starting in spring of 2025 at 821 Airport Court SE, Tumwater. The office space will be leased.

3) Level of Services Standards

The latest version of the Parks, Recreation, and Open Space Plan was adopted in 2008, with a minor amendment in 2016. The 2008 Plan explains how level of service can be measured for parks, recreation, and open space.

According to the 2024-2029 Capital Facilities Plan, parks and open space level of service standards are a combination of "Levels of Service" for parks and "best professional judgement" for trails and open space.

The demand for park, recreation, and open space land can be estimated using a ratio of a required facility to a standard unit of population, such as 3.1 acres of athletic fields and playgrounds per 1,000 residents. The ratio method is simple to compute and can be compared with national or local park, recreation, and open space measurements.

As the population increases, the need for more public parks, recreation, and open space is needed. This includes sports, programs, historical preservation and enhancement, and community spaces and events.

For more information on the levels of service for parks, recreation, and open space, refer to Appendix D: *Land and Facility Demand* of the 2008 Parks, Recreation, and Open Space Plan.

Starting in 2025 staff will begin to update the 2008 Parks Plan as directed by the City Council and the 2025 Long Range Planning Workplan.

4) Planned Projects, Costs, and Revenues

Tumwater has identified the neighborhood parks, trails, and facilities necessary to serve its current and future residents. Priority projects identified in the Parks, Recreation and Open Space plan and the Capital Facilities Plan include the completion of the Deschutes Valley Trail, acquisition and development of neighborhood and urban parks, development of a swimming facility and/or community center, reinvesting in both park and golf course infrastructure and improving community event space.

Project costs and funding sources as outlined in the 2026-2031 Capital Facilities Plan. Major projects in the 2024-2029 Capital Facilities Plan are found in Table LPP-9. More detailed information about projects, costs, and revenues is outlined in the 2026-2031 Capital Facilities Plan.

Table LPP-8. Parks Planned Projects in Tumwater.

Project	Cost	Funding
Deschutes Valley Trail	\$16,650,000	Grants, Metropolitan Park District, Parks Impact Fee
Community Center	\$13,000,000	Metropolitan Park District, Loan

Lands for Public Purposes Element

Part 2 – Technical Information



Project	Cost	Funding
Trails End Park	\$2,460,000	Metropolitan Park District, Recreation, Parks Impact Fee, and Open Space Plan

Source: Tumwater 2024-2029 Capital Facilities Plan.

E. Police Services

1) Overview

The Tumwater Police Department is dedicated to providing professional police services and engaging with members of our community to ensure we provide a safe environment to live, work and/or raise a family.

The Police Department presently employs thirty-three commissioned officers, and eight non-commissioned administrative staff. Tumwater Police also provide two school resource officers who support three high schools and two middle schools. Their work focuses on building positive relationships with students, as well as teachers and school administration, to provide a safe learning environment for students and staff.

2) Inventory

The Police Department headquarters are at Tumwater City Hall. Officers patrol throughout Tumwater and respond to calls for service dispatched from the TCOMM 9-1-1 dispatch center that is located at 2703 Pacific Avenue S.E. in Olympia.

The police force has increased in size over the years to support the population and employment growth in Tumwater. The increase in police officers resulted in the need to expand/remodel the Police Department facilities a few years ago. The Police Department currently occupies 10,100 square feet of space,

which continues to be modified to meet current needs.

The Police Department is responsible for maintaining law and order and providing police services to the community under the direction of the Police Chief and Commander. The Chief is responsible for the executive functions of the department while the Commander provides day-to-day leadership for the department's operations. Both participate in community outreach activities.

The agency provides for the preservation of life, protection of property, and reduction of crime. The department is organized into four areas:

- 1) Patrol
- 2) Investigations
- 3) Training/Code enforcement
- 4) Administration

3) 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

Lands for Public Purposes Element

Part 2 – Technical Information



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.

4) Patrol

The Patrol unit deters and detects crime, apprehends violators, assists traffic direction and control, responds to service calls, assists citizens in community oriented policing, and renders other services designed to provide public protection. This is accomplished by preventive patrol, and preliminary investigation and follow-up of reports and crimes.

5) 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.

6) Crime Prevention

Through proactive patrol efforts, Tumwater Police reduce crime through public education and assistance in residential neighborhoods, the business community, and in 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. Tumwater sponsors the School Resource Officer program with staffing, training, and limited supplies. The Tumwater School District and Tumwater are

currently in discussions to expand the program to add regular service to the elementary schools.

7) Training and Code Enforcement

To maintain core skills, officers complete sixty hours of annual training. Furthermore, the Police Department believes officers and staff would be a critical area of improvement by attending the "Able project," also known as Active Bystandership for Law Enforcement. The goal of the program is to prepare officers to successfully intervene to prevent harm and create a culture that supports peer intervention. In summary, it gives police officers tools to better protect themselves, the organization, and the communities that they serve. It also provides training to allow for intervention at all levels before a situation becomes critical. In 2018, the voters of Washington State approved Initiative 940, known as the Law Enforcement Training and Community Safety Act.

The initiative specifies that officers must receive a minimum of forty hours of training every three years. Once the standards are set and the courses have been established, the training must be completed by 2028. This is an unfunded mandate with no consideration given for the annual skills training already required as outlined above. Given the current environment surrounding law enforcement, Tumwater's goal is to have every officer complete this training.

Code enforcement responds to complaints concerning public health and safety issues such as abandoned buildings, excessive trash, inoperable vehicles, and more. In 2016, the City Council authorized transfer of the responsibility for coordinating code enforcement to the Police Department, who took responsibility for the

Lands for Public Purposes Element

Part 2 – Technical Information



program in late 2017. Code violations are now investigated by two half-time police specialists, plus one-half of a position dedicated for administrative support.

8) Summary

To continue serving the community and maintain high levels of service, the Tumwater Police Staffing Strategic Plan concluded to increase staff by ten officers over a five year period. The headquarters for this force is in City Hall. The police station is at capacity, and based on the Tumwater Police Strategic Growth Plan, additional office space will be required with the expected growth of the department and an increase in Tumwater population. This new office will create opportunities to provide community meeting spaces and safety events for the community. Officers patrol throughout Tumwater and respond to calls for service dispatched from the TCOMM 9-1-1 dispatch center that is located at 2703 Pacific Avenue S.E. in Olympia.

The Police Strategic Plan and its specific recommendations are incorporated by reference. The six-year 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.

9) Level of Services Standards

Based on the 2025-2029 Strategic Growth Plan for the Police Department and a Community Survey in 2022, areas of growth and specific

themes have been identified. These goals are the foundation for how the department will grow over the next five years and provide policing services that align with the community's needs:

- More in-person, non-enforcement interactions between officers and community members.
- More robust communication between TPD and the community, especially through social media.
- Opportunities for the community to be involved with TPD, not just TPD involved with the community.
- Increased use of research-based practices and the use of data.
- Provide support to officers and staff so that they remain healthy, both physically and mentally.

To achieve these goals, three critical resources have been identified:

- **Staffing.** To provide the service envisioned by our community, the staffing plan indicates TPD will need to add twelve more patrol officer positions to maintain current service levels. Additional officer and civilian positions are needed to expand the services we provide. Hiring and training new police officers is time and resource intensive. We anticipate that our training staff can manage between three to four hires in a given year.
- **Facilities.** The Police Strategic Growth Plan anticipates growth in staffing and programs, all of which will require space

Lands for Public Purposes Element

Part 2 – Technical Information



we do not currently have. The police station is at capacity. To help mitigate measures such as renting storage units, a building expansion, and closing the lobby to create office space has been required. A proposed off site office space to house administrative staff and training rooms has been recommended for interim space solutions within the 2025-2029 Police Strategic Growth Plan.

- **Technology.** A key aspect of our technology plan is to choose tools that will increase our ability to collect and communicate information so that the public better understands how we police. We will also prioritize technology that moves us into the future and helps us evolve.

10) Planned Projects, Costs, and Revenues

With the new requirements under the Law Enforcement Training and Community Safety Act, and the need for intervention training, additional budget should be provided to enable officers to complete all required training in a timely manner at a cost of \$91,200.

11) Recommendations

Tumwater should also commit to the standards of the ABLE Project, including the requirements for training at a cost of \$16,000.

Overall, the total budget increase identified in the Tumwater Police Strategic Growth Plan for 2025-2029 is between \$6,931,550 and \$7,424,300. This will cover the proposed services, staffing, facilities, and technology needs to meet levels of service.

More detailed projects, costs, and revenues are outlined in the 2026-2031 Capital Facilities Plan.

F. Stormwater Systems and Facilities

1) Overview

Stormwater refers to the rain and snow that falls to the ground. Stormwater flows over land or impervious surfaces such as paved streets, parking lots, and building rooftops. As the runoff flows over the land or impervious surfaces, it accumulates debris, chemicals, sediment, or other pollutants that could adversely affect water quality if the runoff is discharged untreated. A stormwater utility is a system that collects, manages, and conveys stormwater. Stormwater utilities are important because they help prevent flooding and control erosion.

Furthermore, stormwater utility protects water quality and reduces harm to aquatic habitats. Tumwater has outlined a comprehensive approach to the overall management of stormwater in the 2023 Comprehensive Stormwater Management Plan. This plan focuses on long-term stormwater goals while emphasizing prevention, community participation, and resource conservation.

Tumwater manages stormwater on Tumwater lands, streets, and rights-of-way. Stormwater on private property is the responsibility of the land or business owner. Tumwater will provide technical assistance to private stormwater

Lands for Public Purposes Element

Part 2 – Technical Information



facility owners for issues surrounding maintenance, upkeep, planting, pollution, and compliance with federal, state, and local regulations.

2) Inventory

Improvements to Tumwater's stormwater system are identified in the six-year Capital Facilities Plan and the 2023 Stormwater Management Program Plan. These plans are incorporated by reference. In addition to these projects, Tumwater has implemented a comprehensive stormwater program since 2007 to meet National Pollutant Discharge Elimination System – Phase II permit requirements. Tumwater has also adopted ground- and surface water-monitoring standards, like that of Thurston County, to examine long-term water quality and water level trends in the Salmon Creek Drainage Basin, Black Lake Drainage Basin, and Deschutes River Watershed. Development standards for new and redeveloping properties are defined by Tumwater's Drainage Design & Erosion Control Manual, which requires developments to limit and mitigate where necessary water quality, water quantity, and regional impacts of the projects.

The Drainage Design and Erosion Control Manual and subsequent updates are adopted by reference. Stormwater management requirements are also identified in Title 13 of the Tumwater Municipal Code.

3) Level of Services Standards

Growth, development, and redevelopment within Tumwater impacts the stormwater system. The more coverage and hard surfaces built means more pollution could enter the stormwater system and end up in the Deschutes Watershed and Budd Inlet. It is important that measures are taken to protect public and private infrastructure and provide protection for natural resources.

4) Planned Projects, Costs, and Revenues

The 2026-2031 Capital Facilities Plan, Comprehensive Stormwater Management Plan, and other noted plans outline the following planned projects for stormwater systems and facilities. Major projects in the 2024-2029 Capital Facilities Plan are found in Table LPP-10.

Table LPP-9. Planned Stormwater Projects, Costs, and Revenues in Tumwater.

Project	Plan	Funding/ Expense
Land Acquisitions – Wetland Habitat Conservation	Plan: E Linwood / M Street Outfall Projects	Grants & Water, Sewer, Storm Fund \$3,375,000
Tumwater Valley Regional Facility	N/A	Grants & Water, Sewer, Storm Fund \$4,485,000
Deschutes Habitat Restoration Projects	NPDES Permit / Shoreline Management Plan	Grants & Water/Sewer/Storm \$980,000

Source: Tumwater 2024-2029 Capital Facilities Plan.

Lands for Public Purposes Element

Part 2 – Technical Information



a) *Land Acquisitions - Wetland Habitat Conservation*

Reserve funds for the acquisition of land for stormwater-related projects requiring wetland mitigation, preservation, or enhancement, and general habitat conservation. Considered projects include former Brewery properties at sixty percent of present value, Kirsop-area wetlands, and Deschutes/Watershed Resource Inventory Area 13 wetlands.

b) *Tumwater Valley Regional Facility*

Project includes the construction of a regional facility for treatment and detention of discharge from two major outfalls – M Street Basin and Littlerock and 2nd Avenue, with a drainage area of approximately two hundred acres. Project includes outfall retrofit as a constructed wetland, walking trail, educational signage, wetland mitigation, and electrical realignment to treat stormwater discharges to the Deschutes

River. Planning and design are largely complete; completion of permitting, mitigation, and construction are dependent on grant funding.

c) *Deschutes Habitat Restoration Projects*

Project will design and implement habitat enhancement and sediment reduction projects in support of Total Maximum Daily Load compliance actions relating to shade coverage and riparian habitat and water quality enhancements along the Deschutes River and its tributaries, as outlined in Tumwater's Shoreline Management Plan and Deschutes Habitat Restoration Plan. Projects include evaluation and restoration of riverbank erosion along Tumwater Valley Drive, Pioneer Park, and Desoto Canyon.

More detailed projects, costs, and revenues are outlined in the 2026-2031 Capital Facilities Plan.

G. Transportation System

1) *Overview*

Tumwater's transportation network accommodates many modes of travel, including walking, bicycling, rolling, public transit, freight, and driving. Vehicular travel is the primary mode utilized for most travelers in and around Tumwater, and the roads must accommodate both local trips and regional travelers passing through.

Transportation facilities in Tumwater include state highways, city streets, sidewalks, bike lanes, trails, freight routes, rail, and public transportation facilities and services. A comprehensive inventory of all transportation facilities provides a sound basis for effective

planning. Tumwater maintains inventories of transportation facilities that include the street system, pedestrian facilities, bicycle facilities, and transit facilities.

The Transportation Plan 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.

Tumwater's long-range transportation planning must be consistent with the Regional Transportation Plan which is developed by the Thurston Regional Planning Council. The

Lands for Public Purposes Element

Part 2 – Technical Information



Regional Transportation Plan is currently being updated.

Tumwater collaborates with Thurston Regional Planning Council to reach agreement on level of service standards, peak periods, and transportation system goals. The Regional Transportation Plan is the long-range transportation plan and is adopted every four years. The Regional Transportation Plan defines Tumwater projects that impact the movement of people and vehicles at the regional scale.

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 Regional Transportation Plan is hereby incorporated by reference.

The six-year Capital Facilities Plan identifies funding for the transportation improvements in Tumwater, and it is incorporated by reference.

The Transportation & Engineering Department are responsible for managing project design and construction function for all public works and capital projects.

The Pavement Maintenance Program within the Transportation & Engineering Department provides the preservation of existing streets including structural repairs, crack sealing, and surface treatments.

2) Inventory

a) Streets and Roads

Within Tumwater, there are 123 miles of road, of which fifty-seven miles are local access streets; forty-two miles are collectors, eighteen miles are minor arterials, and five miles are principal arterials.

b) Pedestrian and Bicycle System

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

Bike lanes, curb access ramps, traffic signals, sidewalks, trails, shared user paths, and more are an important active transportation facility. 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. As part of the 2025 Comprehensive Plan Update, the Climate Element and Transportation Plan required a Bicycle and Pedestrian Plan. The Bicycle and Pedestrian Plan addresses ADA transition planning, non-vehicle user safety, equity, connectivity, and increased ridership.

The Tumwater Bicycle and Pedestrian Plan is adopted by reference. The Thurston Regional Trails Plan, the Thurston Regional Planning Council Regional Transportation Plan, and the Tumwater Parks, Recreation, and Open Space Plan address the creation of trails as a means of transportation for pedestrians and bicyclists.

3) Level of Services Standards

As Tumwater grows, so does the road system. Tumwater now has 123 miles of streets, and the ongoing annual cost to preserve and maintain street infrastructure continues to rise. It would take \$31.8 million over the next ten years to bring Tumwater's current transportation system to industry standards and continued funding to maintain them in good condition.

Current development activities in Tumwater include industrial and commercial projects, with some multi-family housing. The majority of

Lands for Public Purposes Element

Part 2 – Technical Information



Tumwater consists of low-density single-family housing. Growth outside Tumwater will also play a major role in the growing demands on Tumwater's transportation network. Tumwater is working to accommodate both local and regional growth, investing in improving opportunities to travel by all modes.

Major projects in the 2024-2029 Capital Facilities Plan are found in Table LPP-11. For a complete analysis of the transportation system and levels of services, refer to the Transportation Plan.

Table LPP-10. Planned Transportation Projects, Costs, and Revenues in Tumwater.

Project	Plans	Cost and Revenues
Pavement Maintenance Program	Strategic Plan & Transportation Benefit District Ordinance	Transportation Benefit District \$14,100,000
Multimodal Improvements and Traffic Calming Program	ADA Transition Plan, Transportation Plan, TIP	Grants, annual Sidewalk Program and local match for speculative grants, the State Transportation Package gas tax \$3,280,000
Capitol Blvd Corridor, M Street to Israel Road	Capitol Boulevard Corridor Study, Transportation Plan, TIP, Regional Transportation Plan	Grants, Impact Fees \$27,000,000
E Street Connection	Brewery District Plan, E Street Study, Transportation Plan, TIP	Grants \$60,000,000
Old Highway 99 Corridor	Old Highway 99 Corridor Study, Transportation Plan, Regional Transportation Plan, TIP	Grants, Impact Fees \$22,000,000
Tumwater Boulevard Interchange	Transportation Plan, Regional Transportation Plan, TIP	Grants, Development \$23,000,000
Henderson Boulevard Corridor	Transportation Plan, Regional Transportation Plan, TIP	Grants, Development \$24,000,000

Source: Tumwater 2024-2029 Capital Facilities Plan.

4) Planned Projects, Costs, and Revenues

a) Pavement Maintenance Program

This program provides for the preservation of existing Tumwater streets including structural repairs, crack sealing, construction of sub-grade

and resurfacing by use of asphalt overlay or bituminous surface treatments. The projects may include both Tumwater funded projects and Transportation Benefit District projects. Planned expenses after 2025 assume the Transportation Benefit District receives voter support when its initial term expires in 2025.

Lands for Public Purposes Element

Part 2 – Technical Information



b) *Multimodal Improvements and Traffic Calming Program*

This Program provides for the construction of miscellaneous multimodal and traffic calming improvements throughout Tumwater. Work could include sidewalk maintenance, repair, infill, ADA curb ramps, pedestrian crossings and connections, bicycle improvements, and neighborhood traffic calming. Individual projects would be developed as needs or issues arise. Identified projects include: all deficiencies in right-of-way contained within Tumwater's ADA Transition Plan, extension of sidewalk on Troser Road to Lambskin Street; widen sidewalk on 2nd Avenue from Custer Way to Desoto Street; annual Sidewalk Program at \$200,000 annual, increase to \$400,000 annual starting 2025 pending additional grant funding; and local match for speculative grants. Funding

includes the fifty-three percent of multimodal funds generated by the State Transportation Package gas tax increase of \$26,000 from 2018 through 2031.

c) *Capitol Boulevard Corridor, M Street to Israel Road*

The Capitol Boulevard Project includes street improvements to create great bicycling, walking, and transit environments, reduce traffic congestion and slow traffic in neighborhoods. There are many steps to this project. The Capitol Boulevard Corridor Plan includes projects such as constructing three roundabouts at the intersections of Capitol Boulevard and T Street, X Street, and Dennis Street.

More detailed projects, costs, and revenues are outlined in the 2026-2031 Capital Facilities Plan.

H. Water Systems and Facilities

1) Overview

Tumwater provides water to both residential and non-residential customers within Tumwater's water service area, consisting of approximately 22.4 square miles.

The Comprehensive Water System Plan reviews land use demands within Tumwater's service area, supply sources, water conservation requirements, system deficiencies, capital improvements to address those deficiencies, and water quality needs and supporting programs such as wellhead protection and utility operations and maintenance. This plan recognizes the need for coordination between land use and water service provision. The City Council adopted the Comprehensive Water System Plan following approval by the

Washington State Department of Health. The plan is required to be updated every ten years.

The Tumwater'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. Aquifer and wellhead protection requirements are found in Title 16 of the Tumwater Municipal Code. The implementation of Tumwater's Low Impact Development ordinance will provide best management practices in design and development to minimize stormwater runoff that could potentially harm Tumwater's water sources.

Lands for Public Purposes Element

Part 2 – Technical Information



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

Anywhere request for water service beyond the limits of existing water infrastructure is subject to the 1996 Thurston County Coordinated Water System Plan, as amended.

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

2) Inventory

Existing water system facilities that serve this area include twelve active groundwater wells, three active and two inactive reservoirs in three pressure zones, three booster pump stations, and a pipeline distribution network with four pressure reducing valves. Tumwater owns and operates a satellite system, Lakeland Manor.

3) Level of Services Standards

The 2021 Water System Plan does not use the level of service to analyze system function and needs but uses system analysis and professional judgement to prioritize system improvements. That priority system is set out as follows from highest to lowest:

- Regulatory Compliance
- Health and Safety
- Water Quality – General Improvements
 - Reliability and Redundancy
 - Fire Flow and Pressure
 - Coordination with other Projects

4) Planned Projects, Costs, and Revenues

The Water System maintenance and upgrades are funded by Operation income, Connection Fees, and Revenue Bonds. Major projects in the 2024-2029 Capital Facilities Plan are found in Table LPP-12.

Table LPP-11. Planned Water System Projects, Costs, and Revenues in Tumwater.

Project	Plan	Revenue/Cost
Water Rights Acquisition	Water System Plan	Operating Income, Connections, and Revenue Bonds \$6,400,000
Brewery Wellfield - Water Production Infrastructure and Well Decommissioning	Water System Plan	Operating Income, Connections, and Revenue Bonds \$10,400,500 and 750,000
Southeast Reservoir & System Expansion	Water System Plan	Operating Income, Connections, and Revenue Bonds \$26,872,222

Source: Tumwater 2024-2029 Capital Facilities Plan.

Lands for Public Purposes Element

Part 2 – Technical Information



a) *Water Rights Acquisition*

This program includes funding for the purchase and processing of existing water rights to support system growth demands. Funding shown reserves funds for water right acquisitions as opportunities to acquire rights become available.

b) *Brewery Wellfield – Water Production Infrastructure and Well Decommissioning*

This project provides funding for the development of water production infrastructure necessary to put to beneficial use the water rights acquired from the former Brewery and funds to decommission the existing wells.

This project assumes that new wells will be developed as part of the Brewery Wellfield. Existing wells will be required to be decommissioned by WAC.

c) *Southeast Reservoir and System Expansion*

This program is intended to design and construct a new three-million-gallon reservoir on a property south of 93rd Avenue. This property has already been acquired for this purpose. This project would extend the piping along 93rd Avenue to extend to the reservoir located at the Preserve Development.

Lands for Public Purposes Element

Part 2 – Technical Information



4. Other Publicly Operated Capital Facilities and Services

A. Introduction

Several services are provided by other service providers but are considered essential to serve growth and Tumwater reviews adequacy:

- Library Services
- School Facilities
- Sewage Treatment Facilities and Sanitary Sewer
- Solid Waste Management
- Transit Services

K. Library Services

1) Overview

Tumwater Timberland Library is a member of the Timberland Regional Library District. The district consists of 20-nine community libraries 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. Tumwater has been a part of the Timberland Regional Library District since 1983. A 17,300 square-foot library, located adjacent to Tumwater City Hall on New Market Street, opened in March 1995.

2) Inventory

The Timberland Regional Library and the Timberland Regional Library Headquarters are located within Tumwater. Tumwater owns the building and Timberland Regional Library leases the space from the city.

3) Level of Services Standards

The Timberland Regional Library updates their Strategic Plan every two years. The 2024-2025 Plan outlines strategic directions for services and mission, values, and vision.

Timberland Regional Library wants to assist and improve digital literacy across generations and continue to be a low barrier access point to technology, including charging, printing, and access to Wi-Fi. This helps support opportunities for learning and employment.

Timberland Regional Library wants to improve communication and outreach to increase awareness of existing services, meaningfully engage with BIPOC and Tribal communities, and communicate and receive feedback for continuous learning and improvement.

Finally, Timberland Regional Library wants to support school-aged youth. This will be done by creating appealing spaces for kids of all ages to socialize and access resources. These spaces will support programs and develop deeper connections with local schools and education providers.

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Commented [ES2R1]: [Strategic Plan | Timberland Regional Library](#)

Lands for Public Purposes Element

Part 2 – Technical Information



4) Planned Projects, Costs, and Revenues

The Timberland Regional Library Issued a 2024 Annual Report and 2025 Budget, available on their website. The library system is funded by property taxes, timber, and other sources. The 2024 total Revenue was \$26,884,484 and expenditures were \$28,452,840.

At the beginning of 2025, the Tumwater Library started a remodel to modernize the library to include a new children's areas, improved spaces

for all ages, and a layout that improves accessibility. The library will be modernized and updated to keep up with the growing needs and demands of the community with progressed internet and digital services. The updated space will include improved areas for families and children of all ages to gather and use.

For more information, please refer to the Timberland Regional Library 2024 Annual Report, 2024-2025 Strategic Plan, and current Budget available on Timberland Regional Library's website.

C. School Facilities

1) Overview

Tumwater has a modest role to play in school planning. Public schools are operated by local school districts and governed by state and federal laws and regulations.

The gap between available space and need increases when residential growth accelerates while the planning, financing, permitting and construction period for school construction has lengthened. As a result, school capacities typically lag behind the increase in housing. Schools are categorized as Elementary, Middle, and High Schools. There will be variations from district to district of grade configurations, class size, and curriculum based needs depending on the district's educational program.

State and federal funds provide a large part of school financing.

School districts raise additional funds from local property taxes. State laws set standards for service levels and facility development, such as the site size and enrollment. They also specify

funding methods. These laws perform much of the role of a functional plan for schools. The Olympia and Tumwater School Districts' Capital Facilities Plans are found in the six-year Capital Facilities Plan appendix. These plans outline enrollment projections, level of service, financing, and more.

Tumwater works in cooperation with the Tumwater and Olympia School Districts 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 work with the Tumwater School District to provide the facilities needed as population growth in Tumwater and its urban growth area occurs. Further, the annual update of Tumwater's six-year 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.

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Lands for Public Purposes Element

Part 2 – Technical Information



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 to address 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 consider 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.

2) Inventory

The Tumwater School District serves most of Tumwater. The Olympia School District serves

small areas of Tumwater near the northeast City limit.

Currently, the Tumwater School District has six Elementary Schools, two Middle Schools, and four High Schools. Table LPP-13 below identifies each school facilities capacity or number of students a building can serve adequately, current enrollment number for each facility, and the surplus/deficit. A negative deficit depicts potential overcrowding, where the number of students is higher than the level of service the facility is designed to accommodate.

Unlike the Tumwater School District, which predicts growth and more enrollment over the next 20 years, the Olympia School district is forecasted to continually decrease by an average of one hundred students per year districtwide. Table LPP-13 shows the school capacity and 2024 headcount for Tumwater School District schools and Table LPP-14 shows the District Enrollment forecast through 2030. According to their Capital Facilities Plan, the District expects to need a new 600 capacity elementary school by the 2028-29 school year.

Table LPP-12- Tumwater School District Inventory, 2024.

Facility	Capacity	2024 Headcount	Surplus/Deficit
<u>Elementary Schools</u>	2,684	2,688	-4
Black Lake ¹	440	386	54
East Olympia ²	440	563	-123
Littlerock ²	374	341	33
Michael T. Simmons ¹	440	420	20
Peter G. Schmidt ¹	440	391	49
Tumwater Hill	440	391	49
<u>Middle Schools</u>	1,675	1,414	261
George Bush ¹	850	761	89
Tumwater ¹	825	653	172

Lands for Public Purposes Element

Part 2 – Technical Information



Facility	Capacity	2024 Headcount	Surplus/Deficit
High Schools	2,365	1,975	390
A.G. West Black Hills ¹	1125	719	406
Cascadia ¹	128	118	10
New Market ¹	37	54	-17
Tumwater ¹	1075	1084	-9

Source: Tumwater School District, 2024 – 2030 Capital Facilities Plan, Table 1 *Capacity of Existing School Facilities*.

Notes:

1. In Tumwater.
2. In unincorporated Thurston County.

Table LPP-13. Tumwater School District Enrollment Forecast, 2024.

	Sept.	Projected					
	2024	2025	2026	2027	2028	2029	2030
K-5 Headcount	2,674	2,738	2,805	2,882	2,961	3,065	3,171
6-8 Headcount	1,414	1,436	1,458	1,480	1,503	1,556	1,609
9-12 Headcount	2,061	2,084	2,110	2,142	2,179	2,252	2,326
TOTAL K-12	6,149	6,258	6,373	6,504	6,643	6,873	7,106

Source: Tumwater School District, 2024 – 2030 Capital Facilities Plan, Table 2 District Enrollment Forecast.

The total student population for the Tumwater School District in 2024 was 6,077 and is expected to increase to 7,106 by 2030.

3) Level of Services Standards

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.

The School District utilizes a Boundary Committee to monitor enrollment in the district

Lands for Public Purposes Element

Part 2 – Technical Information



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.

Based on the Tumwater School District 2023-2029 Capital Facilities Plan, forecasted population and growth in the School District will require a new Elementary School by 2028.

Within the six year horizon, the Olympia district does not plan to construct or expand facilities to meet enrollment changes. The district is currently studying the need to remodel or make changes to facilities in conjunction with a committee of volunteers. As such the district has chosen to wait for the results of this work before making major plans to expand or remodel existing facilities.

4) Planned Projects, Costs, and Revenues

Please refer to each School Districts Capital Facilities Plan to see the forecasted projects and costs over the 2026-2031 timeframe.

D. Sewage Treatment Facilities and Sanitary Sewer System

1) Overview

Wastewater contains many pollutants and must be cleaned before the water is released back to the environment. Wastewater refers to any water that needs cleaning after it is used indoors – such as water from dish washing, laundry, baths/showers, toilets, and countless other sources. All wastewater produced in Tumwater that is part of the sanitary sewer system is managed and treated by LOTT Clean Water Alliance plant. LOTT provides sewage treatment for all regional wastewater flows within Tumwater, Lacey, Olympia and select areas of Thurston County. Tumwater installs and maintains over 120 miles of sewer pipes to get wastewater to our regional wastewater treatment plant in downtown Olympia.

There are two primary functions for wastewater management; collections and treatment. Tumwater manages the collection of the wastewater generated from developed properties to Tumwater's collection system. Through gravity, force mains and pump stations, wastewater is delivered to the LOTT Clean Water Alliance for treatment, disposal, and reclaimed water generation.

2) Inventory

Sanitary sewage treatment in Tumwater is provided by the LOTT Clean Water Alliance. 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.

Lands for Public Purposes Element

Part 2 – Technical Information



LOTT owns several properties in Tumwater that were originally purchased to site a future reclaimed water treatment plant and groundwater recharge facilities. However, the 2050 LOTT System Plan indicates those future facilities are not needed, and it is not likely necessary for LOTT to retain ownership of those properties for utility purposes. LOTT owns reclaimed water pipelines and a storage tank in the Tumwater area, and supplies Class A reclaimed water to Tumwater for irrigation of public spaces such as the Tumwater Valley Golf Course. The properties owned by LOTT in Tumwater are under consideration for purchase by Tumwater to ensure they remain in public ownership for a combination of public services, such as habitat restoration in riparian areas and support for community activities and events.

Sanitary sewer systems for Tumwater are addressed in detail in the 2015 *Comprehensive Sanitary Sewer Plan*. The *Comprehensive Sanitary Sewer Plan* covers the existing and proposed sanitary sewer collection and conveyance system within City limits.

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.

The *General Sewerage Plan* covers proposed sanitary sewer collection, conveyance, and treatment in the urban growth area, that is more detailed. This plan and any subsequent updates are incorporated by reference. It should be consulted for information on requirements for sanitary sewer development within the urban growth area.

The six-year Capital Facilities Plan identifies funding for the Tumwater sanitary sewer system, and it is incorporated by reference.

3) Level of Services Standards

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.

As with the other Tumwater utility plans, a "level of service" method of identification and prioritization is not used. Instead, the plan quantifies overall wastewater management, and contains the following elements:

- An evaluation of the existing collection system to identify any deficiencies.
- An evaluation of future wastewater flows and alternatives to manage them and correct deficiencies.
- An evaluation of the Operations & Maintenance programs.
- Development of a capital program to meet recommendations of the plan, including the financial mechanisms to fund and sustain the utility.

Projects identified in the 2015 General Sewer Plan and Capital Facilities Plan include sewer infrastructure replacements with prioritized areas: Tumwater Hill, Labor & Industries, Capital Boulevard and Palermo well. These mains containing asbestos concrete were installed about sixty-five years ago.

Lands for Public Purposes Element

Part 2 – Technical Information



The creation of a new regional Pump Station is planned for the growth areas of Tumwater, not identified in the Capital Facilities Plan. Location and timing of the new station would be dependent on development activity. Tumwater funding and creation of a pump station would prevent development of on-site septic systems in areas of small developments, where connecting to sewer would not be financially feasible.

In 2023, the City Council adopted the Old Highway 99 Extension Plan. A project that would

support the plan and future growth within Tumwater would be to extend sewers to serve southeast Tumwater. The first phase would extend a watermain through the limits of Old Highway 99 and the 79th Avenue roundabout project. The timing of this project is dependent on development activity.

4) Planned Projects, Costs, and Revenues

Major projects in the 2024-2029 Capital Facilities Plan are found in Table LPP-15.

Table LPP-14. Planned Sanitary Sewer Projects, Costs, and Revenues in Tumwater.

Project	Plan	Revenue/Cost
Seismic Resilience	2021 Water System Plan	Operating income, Connection fees \$80,000
Annual Sewer Infrastructure Replacement Program	2015 Sewer Plan	Operating Income and Connection Fees \$3,194,700
Regional Pump Station	2015 Sewer Plan	Operating Income and Connection Fees \$1,745,000
Old Highway 99 Extension: 79th Avenue to 88th Avenue	2015 Sewer Plan	Operating Income and Connection Fees \$1,095,000

Source: Tumwater Comprehensive Sanitary Sewer Plan.

E. Solid Waste Management

1) Overview

Thurston County operates the only solid waste disposal facility in Thurston County. Thurston County Solid Waste is responsible for receiving,

processing, and safely disposing of the county's solid waste.

When disposed, this garbage is transferred to the Waste and Recovery Center, a state-of-the-art transfer station that opened in May 2000.

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Lands for Public Purposes Element

Part 2 – Technical Information



The transfer station accommodates up to six hundred tons of waste per day. Garbage from the Waste and Recovery Center is loaded onto trucks, hauled to Centralia, and then placed on rail cars to be transported by train to the Roosevelt Regional Landfill in Klickitat County. The Waste and Recovery Center replaces a landfill which operated on the site between 1972 and 2000.

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.

2) **Inventory**

Each year the solid waste disposal system is reviewed through the County's six-year Capital Facilities Plan. The County's six-year Capital Facilities Plan 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 the 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.

Most 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, HazoHouse, a hazardous materials drop off center, and a transfer station. The facility is located just outside of Lacey in the northeastern part of the county along the I-5 corridor. In addition, there is a demonstration garden called the "Closed Loop Park." Thurston County provides space for Goodwill Industries for a collection center at the entrance to the facility.

On average, the Thurston County Waste and Recovery Center receives about 548 tons per day of municipal solid waste.

In addition to household solid waste, this includes:

- Sixty-three tons/day of plastic
- 148 tons/day of yard and food waste; and
- 450 tons/day of recyclable materials.

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Lands for Public Purposes Element

Part 2 – Technical Information



3) 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 not improved, and currently make up less than one percent of the total waste stream or four tons out of 550 tons per day. Solid waste management is an important contributor to greenhouse gas emissions, which Washington is bound by law to reduce by 20-five percent by 2020 below 1990 levels and eighty percent by 2050.

Regionally, Thurston County could not meet the 2020 goal of no net increase in total landfill waste per person. Solid waste collected per person is above the levels needed to reach the region's 2020 and 2035 targets. Waste collected on a per capita basis has increased from a low of 1,140 pounds per person in 2012 to 1,513 pounds per person in 2021.

The state Legislature passed organics management laws in 2022 and 2024. These laws aim to divert organic materials away from landfills through prevention, food rescue, and organics management facilities.

These actions will help Washington achieve its 2030 goal to reduce organic material in the landfill by seventy-five percent.

After July 1, 2024, new and updated local comprehensive solid waste management plans must address the new requirement to provide organic materials collection and management to residential and nonresidential customers. This includes siting new organic management facilities.

After Jan. 1, 2025, comprehensive plans for Thurston County jurisdictions must allow siting of organics management facilities to provide necessary capacity for organics collection.

4) Level of Services Standards

The total amount of garbage disposed of in Thurston County has increased each year since 2012 except 2023. In 2023, Thurston County produced nearly 227,000 tons of solid waste, or roughly 1,500 pounds of trash per county resident. The amount of trash per resident has also held steady in 2022 after increasing every year since 2012.

In 2023, just over 57,000 tons of waste was recycled including organics, about 20 percent of waste produced or 378 pounds per county resident.

Currently the Thurston County transfer station exceeds peak daily customer counts. Based on current and projected population growth and corresponding waste generation rates, the transfer station will need significant investment to construct improvements needed to address service demand. Specific project improvements include site reconfiguration, new scales and scale houses, repair infrastructure, and administrative operations building. A potential second site might be required.

The Infrastructure Management Plan recommended scheduled implementation of thirty-two solid waste capital infrastructure maintenance, repair, and replacement upgrades to the facilities over the planning horizon. Recommendations from the Infrastructure Management Plan were adopted in December 2019 for inclusion in the Thurston County Capital Facility Plan 2021-2026 which are updated on an

Commented [ES7]: [Sustainable Thurston Report Card | Thurston Regional Planning Council, WA \(trpc.org\)](#)

Commented [ES8]: [Sustainable Thurston Report Card | Thurston Regional Planning Council, WA \(trpc.org\)](#)

Lands for Public Purposes Element

Part 2 – Technical Information



annual basis for approval by the Board of County Commissioners.

Additional information on the Solid Waste Division capital facility projects and levels of service can be found in the 2019, Thurston County Public Works, Solid Waste Facility Condition Assessment and Infrastructure Management Plan.

F. Transit Services

1) Overview

Intercity Transit is the business name for the Thurston County Public Transportation Benefit Area. The service boundary includes the urbanized areas of Lacey, Olympia, Tumwater, and Yelm. All Intercity Transit services must be provided within the Thurston County Public Transportation Benefit Area boundary except for the Vanpool and Express bus service, which serve commuters who either begin or end their commute in Thurston County.

a) Regional Transit Facilities and Services

The Intercity Transit Strategic Plan is the master planning document that defines Intercity Transit operations and transportation services offered. The plan, updated annually, highlights goals and policy positions, and capital program and services for a six-year period. It is based on population growth, regional development, and financial forecasting. The Intercity Transit Strategic Plan is hereby incorporated by reference.

5) Planned Projects, Costs, and Revenues

For planned projects, costs, and revenues, please refer to the most current version of the Thurston County Capital Facilities Plan.

2) Transit Service and Facilities Inventory

There are four Intercity Transit routes directly providing service to and from Tumwater: Local Routes 12, 13, 42, and 68. In 2020 Intercity Transit adopted Zero-Fare under Resolution 03-2019 on fixed-route and Dial-A-Lift for three additional years, beginning when the General Manager determines fixed route and Dial-A-Lift services have returned to March 2020 service levels, or until January 1, 2028, whichever is later.

In response to the COVID-19 pandemic, Intercity Transit significantly decreased its systemwide fixed-route bus service during 2020; according to the Transit Development Plan for years 2026-2031, Intercity Transit intends to complete restoration of service volumes. By the end of 2024 Intercity Transit had restored service to pre-pandemic 2019 amounts. There are two identified potential candidates for expanded service in Tumwater: Henderson Boulevard and Old Highway 99 between Tumwater Boulevard and River Drive. Currently there are 113 active bus stops in Tumwater.

Commented [E59]: [2025-2030-StrategicPlan_0.pdf](#)

Commented [E5E10]: [Intercity Transit](#)

Commented [E5E11R10]: 2023-2028

Lands for Public Purposes Element

Part 2 – Technical Information



a) Fixed Local Transit Routes

Route 12: Olympia to Tumwater, via Labor and Industries, Israel Road, Tumwater Middle School, Linwood Ave, South Puget Sound Community College, the County Courthouse, to the Olympia Transit Center.

- Weekdays: 30-minute peak and 60-minute off-peak service, 6:00 a.m. – 9:40 p.m.
- Weekends: 30-minute service from 7:30 a.m. – 9:40 p.m.

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

- Weekdays: 15-minute service 6:15 a.m. – 5:45 p.m. then 30 to 60-minute service 6:15 p.m. – 9:40 p.m.
- Weekends: 30-minute service from 7:45 a.m. – 9:40 p.m. Saturdays and Sundays

Route 42: Olympia to Tumwater, a route via Deschutes Parkway to the Courthouse, South Puget Sound Community College, Quixote Village, and to Family and Juvenile Court to Black Lake and Cooper Point

- Weekdays only: 45- 6:11 a.m. to 7:34 p.m.

Route 68: Lacey, to Tumwater, to Capital Mall, a neighborhood collector via Lacey Transit Center to Lacey Boulevard, to the County Fairgrounds, To Ruddell Rd, to the Corp Center off College, Henderson Boulevard to Yelm Highway, Tumwater Square, to South Puget Sound Community College, to Capital Mall transfer station.

Weekdays: 30-minute service 5:26 a.m. – 10:34 p.m.

- Saturdays and Sundays: 30-minute service from 6:56 a.m. – 1:34 p.m.

b) 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 ¾ mile up to one ½ miles within a fixed route.

c) Commuter Vanpool Program

Vanpool: Groups of three or more people lease a commuter van monthly 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 186 vanpools operating on weekdays throughout the Puget Sound area.

d) Employment Assistance Program

Village Vans: Federal and state funded programs offer 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 several service organizations and South Puget Sound Community College, including "WorkFirst Community Jobs."

e) Capital Facilities in Tumwater

Tumwater Square: Currently, two routes serve this transfer station on weekdays and weekends. Tumwater Square includes bus shelters and waiting areas on both sides of Cleveland Avenue, next to the Safeway

Lands for Public Purposes Element

Part 2 – Technical Information



grocery store. Routes 13 and 68 serve this stop.

State Office – Department of Labor and Industries: Intercity Transit maintains a stop at the main entrance to the Labor and Industries Building. Routes 12 and 13 serve this stop.

South Puget Sound Community College: InterCity Transit maintains two stops at the community college, one at the main entrance and one off Barnes Boulevard. Routes 42, 43, and 44 serve this stop.

An issue for Tumwater is the road infrastructure and transit supportive public roadways for expanded routes.

By 2025 Intercity Plans to have more frequent and direct routes along busy corridors, meaning 15 minute interval routes. They also plan to have better connectivity between Tumwater schools, South Puget Sound Community College, Capitol Campus, and surrounding neighborhoods. Furthermore, IT has stated to expand its service by adding eighty new stops to meet growing areas of the community.

3) Level of Services Standards

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 Plan outlines work for 2025 within Tumwater including seventeen bus stops to be enhanced with larger landing pads, shelter ready, and front and rear door accessible.

Intercity Transit states services and routes are dependent on population, growth, and demand.

4) Planned Projects, Costs, and Revenues

The goal of the 2025-2030 Intercity Transit Strategic Plan is to implement capital improvements and a level of service that can be sustained for the near future.

For a complete breakdown of planned projects, costs, and budget please refer to Intercity Transit's most current Strategic Plan and Budget.

Lands for Public Purposes Element

Part 2 – Technical Information



Appendix A Foundational Documents

Table LPP-16 shows the foundational planning documents that form the basis for the Lands for Public Purposes Element of the Comprehensive Plan.

Table LPP-15. Foundational Documents for the Lands for Public Purposes Element.

Topic Index	Supporting Plans and Materials
General Policy	<ul style="list-style-type: none">• Land Use Element (2025)• County-Wide Planning Policies, Thurston County (2025)• Natural Hazards Mitigation Plan for the Thurston Region (2023)
Utility Corridors	<ul style="list-style-type: none">• Utilities Element (2025)
Transportation System	<ul style="list-style-type: none">• Parks, Recreation, and Open Space Plan (2008/2016)• Transportation Plan (2025)• Capital Facilities Plan (2026-2031)• What Moves You, 2045 Regional Transportation Plan, Thurston Regional Planning Council (2020)• Intercity Transit Strategic Plan (2025-2030)• Intercity Transit Capital Improvement Plans (2025-2029)• Railroad Right of Way Preservation and Use Strategy for the Thurston Region (1992)• Regional Transportation Improvement Program, Thurston Regional Planning Council (Draft 2025-2028)• Statewide Transportation Improvement Plan (2024-2027)• Thurston Regional Trails Plan (2023)• Brewery District Plan (2014/2020)
Solid Waste Management	<ul style="list-style-type: none">• Thurston County Solid Waste Management Plan 2021-2026, Thurston County (2021)• Thurston County Capital Improvement Program 2025-2030 (Draft 2024)

Lands for Public Purposes Element

Part 2 – Technical Information



Topic Index	Supporting Plans and Materials
Sewage Treatment Facilities and Sanitary Sewer Systems	<ul style="list-style-type: none"> • Capital Facilities Plan (2026-2031) • Sanitary Sewer Comprehensive Plan (2015) • Thurston County On-Site Sewage Management Plan (2021) • Thurston County Sewerage General Plan for Unincorporated Urban Growth Management Area (1990) • 2050 LOTT Master Plan (2023) • 2025-2026 LOTT Capital Improvements Plan
Stormwater Systems and Facilities	<ul style="list-style-type: none"> • Capital Facilities Plan (2026-2031) • Black Lake Basin Water Resource Protection Study, Thurston Regional Planning Council (2015) • Budd/Deschutes Watershed Plan, Thurston Regional Planning Council (2009) • Comprehensive Stormwater Management Plan (2018) • Stormwater Management Program Plan (2023) • Deschutes River, Percival Creek, and Budd Inlet Tributaries Total Maximum Daily Load Water Quality Improvement Report and Implementation Plan, Washington State Department of Ecology (2015/2018/2020) • Northern Thurston County Groundwater Management Plan (1992) • Percival Creek Drainage Basin Plan, Thurston Regional Planning Council (1993) • Salmon Creek Comprehensive Drainage Basin Plan (2004) • Tumwater Drainage and Erosion Control Manual (2022) • Annexation Area Drainage Study (2011)
Water Systems and Facilities	<ul style="list-style-type: none"> • Conservation Element (2025) • Water Conservation Plan (2019) • Capital Facilities Plan (2026-2031) • Northern Thurston County Groundwater Management Plan (1992) • Water System Plan (2021) • Wellhead Protection Plan (2016)

Lands for Public Purposes Element

Part 2 – Technical Information



Topic Index	Supporting Plans and Materials
Parks, Recreation, and Open Space	<ul style="list-style-type: none"> • Conservation Element (2025) • Parks, Recreation, and Open Space Plan (2008/2016) • Shoreline Master Program (2019) • Capital Facilities Plan (2026-2031)
Fire Protection	<ul style="list-style-type: none"> • Strategic Plan, Tumwater Fire Department (2024) • Agency Evaluation, Tumwater Fire Department (2024) • Comprehensive Emergency Management Plan (2023)
Police Protection	<ul style="list-style-type: none"> • Police Strategic Growth Plan (2025-2029)
School Facilities	<ul style="list-style-type: none"> • Capital Facilities Plan (2023 – 2029), Tumwater School District (2024) • Capital Facilities Plan (2026-2031), Olympia School District (2024)
Library Services	<ul style="list-style-type: none"> • Timberland Regional Library Strategic Plan (2020-2024)
City Facilities	<ul style="list-style-type: none"> • Capital Facilities Plan (2026-2031) • Tumwater Resource Conservation Management Program (Phase 1 and 2) – Energy Conservation Assessment, State General Administration and Washington State University Extension Energy Program (2008)

Lands for Public Purposes Element

Part 2 – Technical Information



Appendix B New Capital Projects Equity Checklist

- A. Describe the proposed action, policy, or decision and an expected timeline.
- B. Describe the intended good outcomes of the proposal.
- C. What unintended consequences could result from the implementation of this proposal? Consider outcomes from similar efforts in other places, and any concerns stakeholders raise.
- D. Describe the impacted populations of this proposal. Consider intentional and unintentional impacts, as well as a variety of groups.
 - 1) Data.
 - Client or customer.
 - Demographic.
 - Expenditure or revenues.
 - Equity Index indicators.
 - Geography.
 - Service or program provider.
 - Other, please describe.
 - 2) Stakeholder feedback.
 - Community-based organizations.
 - Private sector.
 - Government.
 - Tumwater-established board.
 - Community workgroup.
 - General public.
 - Tribal government.
 - Other, please describe.
 - 3) Other, please describe.
- E. Describe other similar or complementary services already provided to the impacted populations?
- F. Which Comprehensive Plan goals are addressed by the proposal?
- G. What kind of information informed the development of the proposal?
- H. If stakeholder engagement informed the proposal, what kind of engagement was used, and for whom?
 - 1) Collaborated.
 - 2) Consulted.
 - 3) Informed.
- I. If the proposal was informed by stakeholder engagement, describe the support for and concerns raised about the proposal.
- J. If the proposal was not informed by stakeholder engagement, why? How might this exclusion affect the proposal and its consequences?
- K. What disparities exist or could be created by the proposal? Consider various disparities, such as racial, geographic, gender, age, educational, income-based, language-based, ability-based, citizenship-status-based, sexual orientation-based, and more.

Commented [BM12]: Add templates and tools to attach or suggest be used to guide completion of this document, similar to a SEPA checklist to guide the type of information needed below

Commented [BM13R12]: Overall, this is pretty comprehensive and would take some time and work to fill out. Suggest adding some examples of tools and templates that might help the user. Examples of matrices and links to data sources would be very helpful. Also, help the user keep answers to sentences and paragraphs, not pages. The outreach to impacted community members is the heavy lifting, along with real analysis of that information and then taking that information back out to the community, like you do with planning to say—"does this project work?" "Does it equitably benefit?" We have to remember that this not about equality but equity.

Commented [MM14R12]: Agreed. This is good stuff, but a pretty heavy lift. Tools to make it easier will be key.

Commented [BM15]: Consider providing hyperlinks to sources for research for tools like the Tumwater Opportunity Index - ArcGIS StoryMaps, and Housing Plan, census maps, Comp. Plan, etc.)

Commented [BM16]: Consider providing a toolkit on methods for stakeholder engagement and definitions of a, b, and c, and resources in Tumwater for support. Also, provide requirements and models for how best to capture stakeholder feedback, particularly from marginalized communities.

Commented [BM17]: See above, how well documented are concerns raised about the proposal, and how are they captured in weighted matrices? Provide possible tool examples to be used to display support for and against a proposal.

Lands for Public Purposes Element

Part 2 – Technical Information



- L. How does this proposal most effectively improve equitable outcomes in Tumwater?
- M. Who will benefit from this proposal? Why are other groups excluded from benefits?
- N. How will impacts be monitored after this proposal is implemented? Why were these metrics chosen?
- O. Considering your responses to the prompts and questions above, are there any modifications or additions that could be made to the proposal to serve people more equitably? How feasible are these changes, and how might they be implemented?

Commented [BM18]: Suggest tools like weighted matrices, algorithms, pace and priority tools, alignment with city strategic goals, etc.