

City of Tenino

149 Hodgen Street South

Tenino, WA 98589

Planning Commission Meeting

Wednesday, January 08, 2025 at 6:00 PM

Agenda

CALL TO ORDER

HOUSEKEEPING

1. Agenda Approval

Recommended Action: Motion to approve the agenda as presented.

- [2.](#) Meeting Minutes Approval

Recommended Action: Motion to approve 12/18/2024 meeting minutes as presented.

PUBLIC COMMENT

REPORTS

PUBLIC HEARINGS

UNFINISHED BUSINESS

- [3.](#) Comp Plan Update

NEW BUSINESS

PUBLIC COMMENT

ADJOURN

File Attachments for Item:

2. Meeting Minutes Approval

Recommended Action: Motion to approve 12/18/2024 meeting minutes as presented.

**Planning Commission Meeting
Wednesday, December 18, 2024**

Minutes

CALL TO ORDER

Commissioner Rutherford convened the Planning Commission meeting at 6pm.

PRESENT

Commissioner William Rutherford
Commissioner Darnella Stenzel
Commissioner Matthew Rounsley
Commissioner Adam Carney

HOUSEKEEPING

1. Agenda Approval

Recommended Action: Motion to approve the agenda as presented.

Motion made by Commissioner Rounsley, Seconded by Commissioner Stenzel.

Voting Yea: Commissioner Rutherford, Commissioner Stenzel, Commissioner Rounsley,
Commissioner Carney

Motion Passes: 4-0

2. Meeting Minutes Approval

Recommended Action: Motion to approve 11/13/2024 meeting minutes as presented.

Motion made by Commissioner Rounsley, Seconded by Commissioner Carney.

Voting Yea: Commissioner Rutherford, Commissioner Stenzel, Commissioner Rounsley,
Commissioner Carney

Motion Passes: 4-0

PUBLIC COMMENT

REPORTS

3. We have received no applications for the planning commission position 5 vacancy.

Commissioner Rutherford read the report and requested that the Commissioners try to think of people that may want to apply.

PUBLIC HEARINGS

UNFINISHED BUSINESS

4. Comprehensive Plan Update

Draft Land Use and Housing Elements

SCJ Planner Malissa reviewed the attached documents with the planning commissioners.

The Planning Commissioners provided changes they would like to see presented at the next meeting.

NEW BUSINESS

5. Position 3 Resignation

Position 3, Darnella Stenzel Resignation Letter.

Recommended Action: Accept resignation.

Motion made by Commissioner Rounsley, Seconded by Commissioner Carney.

Voting Yea: Commissioner Rutherford, Commissioner Stenzel, Commissioner Rounsley, Commissioner Carney

Motion Passes 4-0

PUBLIC COMMENT

ADJOURN

Commissioner Rutherford adjourned the Planning Commission meeting at 7:21pm.

File Attachments for Item:

3. Comp Plan Update

Shoreline

For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 are added as one of the goals of the Growth Management Act (GMA) as set forth in RCW 36.70A.480. The goals and policies of a shoreline master program for a county or city approved under RCW 90.58 shall be considered an element of the county or city's comprehensive plan.

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes
<p>a. The policies, goals, and provisions of RCW 90.58 and applicable guidelines shall be the sole basis for determining compliance of a shoreline master program with this chapter except as the shoreline master program is required to comply with the internal consistency provisions of RCW 36.70A.070, 36.70A.040(4), 35.63.125, 35A.63.105, 36.70A.480</p>	<p>Yes, Chapter 2: Natural resource Policy NR 11.1:</p>	<p>No</p>	<p>Adopted herein by reference to Shoreline Master Program</p> <p>Adopted 2022</p>
<p><u>b. Shoreline master programs shall provide a level of protection to critical areas located within shorelines of the state that assures no net loss of shoreline ecological functions necessary to sustain shoreline natural resources as defined by department of ecology guidelines adopted pursuant to RCW 90.58.060.</u></p>	<p>Yes, Chapter 2: Natural resource (Goal NR 1)</p>	<p>Yes</p>	<p>Updated goals and policies as needed</p>
<p>c. Shorelines of the state shall not be considered critical areas under this chapter except to the extent that specific areas located within shorelines of the state qualify for critical area designation based on the definition of critical areas provided by RCW 36.70A.030(5) and have been designated as such by a local government pursuant to RCW 36.70A.060(2)</p>	<p>Yes</p>	<p>No</p>	<p>Adopted herein by reference to Shoreline Master Program</p> <p>Adopted 2022</p>
<p>d. If a local jurisdiction's master program does not include land necessary for buffers for critical areas that occur within shorelines of the state, as authorized by RCW 90.58.030(2)(f), then the local jurisdiction shall continue to regulate those critical areas and their required buffers pursuant to RCW 36.70A.060(2).</p>	<p>Yes</p>	<p>NO</p>	<p>Adopted herein by reference to Shoreline Master Program</p> <p>Adopted 2022</p>

Transportation Element

Consistent with relevant CWPPs and RCW 36.70A.070(6)

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet Yes/No	Notes
a. An inventory of air, water, and ground transportation facilities and services, including transit alignments, state-owned transportation facilities, and general aviation airports. RCW 36.70A.070(6)(a)(iii)(A) and WAC 365-196-430(2)(c).	Yes, Chapter 4: Transportation (Sections A; Community Streets)	Yes	There are no air or water facilities to detail. Update ground transportation facilities and services.
b. Adopted levels of service (LOS) standards for all arterials, transit routes and highways. RCW 36.70A.070(6)(a)(iii)(B) and (C), WAC 365-196-430	Yes, Chapter 4: Transportation (Sections A; Community Streets) Table 4.2: Levels of Service	Yes	LOS information should be updated and reflected in the Comprehensive Plan. Nonmotorized LOS should be reviewed.
c. Identification of specific actions to bring locally-owned transportation facilities and services to established LOS. RCW 36.70A.070(6)(a)(iii)(D), WAC 365-196-430	Yes, Chapter 4: Transportation	Yes	Updated from TIP
d. A forecast of traffic for at least 10 years including land use assumptions used in estimating travel. RCW 36.70A.070(6)(a)(i), RCW 36.70A.070(6)(a)(iii)(E), WAC 365-196-430(2)(f)	Yes, Chapter 4: Transportation (Map TS-1; Map TS-2; Map TS-3;)	Yes	Update traffic forecast.
e. A projection of state and local system needs to meet current and future demand. RCW 36.70A.070(6)(a)(iii)(F) and WAC 365-196-430(1)(c)(vi)	Yes, Chapter 4 Transportation (Table 4.3)	Yes	Update system needs projections.
f. A pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. RCW 36.70A.070(6)(a)(vii), WAC 365-196-430(2)(j)	Yes, Chapter 4: Transportation (Section C, Pedestrian Travel and Amenities)	Yes	Update as needed.
g. A description of any existing and planned transportation demand management (TDM) strategies, such as HOV lanes or subsidy programs, parking policies, etc. RCW 36.70A.070(6)(a)(vi) and WAC 365-196-430(2)(i)(i)	Yes, Chapter 4: Transportation (Section C. Transit Service, alternative Travel Modes and Transportation Demand Management)	Yes	Review potential TDM strategies and determine which, if any, can be implemented in Tenino
h. An analysis of future funding capability to judge needs against probable funding resources. RCW 36.70A.070(6)(a)(iv)(A), WAC 365.196-430(2)(k)(iv)	Yes, Chapter 4: Transportation (Section C Funding Table 4.4:)	Yes	Additional analysis could be performed, such as a matrix to document potential grant opportunities.
i. A multi-year financing plan based on needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the 6-year street, road or transit program. RCW 36.70A.070(6)(a)(iv)(B) and RCW 35.77.010, WAC 365-196-430(2)(k)(ii)	Yes, Chapter 4: Transportation (Section C Funding Table 4.4:)	Yes	Review and update TIP as needed to reflect changes in analysis, needs, and forecasts.
j. If probable funding falls short of meeting identified needs: a discussion of how additional funds will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met. RCW 36.70A.070(6)(a)(iv)(C), WAC 365-196-430(2)(l)(iii)	No	Yes	Updates are needed to ensure that the policy and strategies are in place to ensure levels of standards are met if funding falls short.
k. A description of intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions and how it is consistent with the regional transportation plan. RCW 36.70A.070(6)(a)(v); WAC 365-196-430(1)(e) and 430(2)(a)(iii)	No	Yes	Updates are needed to ensure intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan.

Pros of MPC Zoning for a Small City	Cons of MPC Zoning for a Small City
<p>Planned and Organized Growth:</p> <p>MPC zoning ensures that development occurs in an orderly manner, preserving long-term planning goals for infrastructure, utilities, green spaces, and housing. This can help avoid urban sprawl and inefficient land use.</p>	<p>High Initial Costs:</p> <p>The upfront costs of planning and zoning a large-scale master plan can be significant. These costs include planning studies, infrastructure investments, and legal processes to adopt and implement the plan.</p>
<p>Comprehensive Design:</p> <p>A master plan allows the city to ensure that different areas (residential, commercial, industrial) are strategically placed for maximum utility and community benefit. It can lead to better integration of schools, parks, roads, and retail spaces.</p>	<p>Risk of Overdevelopment:</p> <p>If not carefully managed, a master plan may encourage development at a pace that the local government or infrastructure can't keep up with. Overdevelopment can strain resources, public services, and local government budgets.</p>
<p>Increased Property Value:</p> <p>With thoughtful planning and coordinated development, a master-planned community can enhance property values over time. Residents may appreciate the aesthetic, well-maintained, and cohesive feel of the community.</p>	<p>Loss of Flexibility:</p> <p>Once a master plan is approved, it can be difficult to change. If future needs or trends diverge from the original plan (e.g., a shift in housing demand or business types), adjusting the zoning can be a lengthy and bureaucratic process.</p>
<p>Better Infrastructure Coordination:</p> <p>Public services like roads, water systems, sewage, and utilities are easier to plan and develop when done at the master planning stage. Infrastructure development can occur in phases, supporting efficient growth.</p>	<p>Gentrification and Displacement:</p> <p>In some cases, a master-planned community may lead to gentrification, where the planned design attracts wealthier residents or businesses, potentially displacing lower-income families or small businesses.</p>
<p>Attracts Developers and Investment:</p> <p>A clear and detailed zoning plan provides certainty for developers and investors, making it easier for them to secure financing and pursue projects. It can lead to more attractive investment opportunities.</p>	<p>Long-Term Commitment:</p> <p>MPCs often require a long-term vision to be successful. This can be a challenge for small cities with limited political and financial resources, as they may struggle to maintain the consistency and foresight needed to implement such a plan effectively.</p>
<p>Community Amenities:</p> <p>MPC zoning allows for the development of shared amenities such as parks, schools, recreational centers, and retail outlets, which can increase residents' quality of life and make the city more desirable to live in.</p>	<p>Regulatory Complexity:</p> <p>Master planning often requires extensive regulatory frameworks, which can be complex and require significant oversight. The zoning process may lead to conflicts over land use priorities, landowner rights, and political disagreements.</p>
<p>Environmental Considerations:</p> <p>MPCs can be designed to preserve green spaces, ensure sustainable growth, and integrate environmental best practices into land use planning, like stormwater management and energy-efficient building codes.</p>	<p>Environmental Concerns:</p> <p>Although master-planned communities can be environmentally sustainable, they also risk disrupting existing ecosystems, especially in rural or undeveloped areas. Improper planning could result in the destruction of natural habitats or the overuse of resources.</p>

CHAPTER 2. NATURAL RESOURCES

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

A. ENVIRONMENTALLY-SENSITIVE AREAS

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

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

B. GROUNDWATER AND CRITICAL AQUIFER RECHARGE AREAS

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

- **Porous Soils with No Confining Layer.** Soils are exceptionally porous and pollutants can easily enter the underlying groundwater as a result. Because the City relies on groundwater from an

unconfined aquifer as its only source of potable water and the well depth is relatively shallow, protection of this aquifer from potential pollutants is particularly important.

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

C. FREQUENTLY FLOODED AREAS

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

D. WETLANDS

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

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

E. FISH AND WILDLIFE CONSERVATION AREAS

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

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

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

Table 2.1: Existing Protected and Priority Species in Tenino				
Species	Occurrence	Critical Habitat	Listing Status	
			Federal	State
Fish				
Coho Salmon	X		--	--
Cutthroat Trout	X		--	--
Insects				
Taylor’s Checkerspot Butterfly	X (Historic)	X	Endangered	Endangered
Mardon Skipper Butterfly	X		Candidate Species	Endangered
Mammals				
Mazama Pocket Gopher	X	X	Threatened	Threatened

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

F. LANDSLIDE AND EROSION HAZARDS

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

G. OPEN SPACE FRAMEWORK

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

H. GOALS, POLICIES, AND ACTIONS.

In reviewing each of the critical areas, Tenino has identified the following goals and policies to protect and maintain environmentally sensitive areas; protect groundwater and critical aquifer recharge areas; help Tenino Comprehensive Plan 2016-2036

defend the community from frequently flooded areas; preserve and protect wetland functions; conserve habitat for fish and wildlife; protect the public from landslide and erosion hazards; and maintain open space corridors. Additional goals and policies for development along Scatter Creek are presented in the Shoreline Master Program for Tenino (adopted herein by reference). Where the jurisdictions of unincorporated Thurston County and the City of Tenino intersect, the City encourages Thurston County to adopt those goals and policies denoted with an asterisk (*).

ENVIRONMENTALLY-SENSITIVE AREAS – GENERALLY

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

***Policy NR 1.1:** Seek to minimize impacts to critical areas. Unavoidable impacts should be mitigated.

***Policy NR 1.2:** Ensure attributes, functions, and amenities of the natural environment are protected.

***Policy NR 1.3:** Use Best Available Science in the creation of ordinances and other development regulations and in making land use decisions to protect the functions and values of critical areas.

***Policy NR 1.4:** Where a development proposal is to be located within the boundary of one or more critical area, require site-specific analyses.

Policy NR 1.5: Ensure all development (including clearing and grading) that could potentially impact a critical area is reviewed under the Tenino Critical Areas Ordinance.

Policy NR 1.6: Require mitigation sequencing in the development of mitigation plans.

***Policy NR 1.7:** Promote the clustering of homes away from critical areas when new developments are proposed.

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

Policy NR 2.1: Protect members of the public and community resources and facilities from injury, loss of life, or property damage due to landslides and steep slope failures, erosion, seismic events, volcanic eruptions, and flooding.

Policy NR 2.2: Encourage the use of native plantings to help prevent erosion and other environmental impacts during and after construction.

GROUNDWATER AND CRITICAL AQUIFER RECHARGE AREAS

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

Policy NR 3.1: Continue to monitor the quality of the drinking water to understand if and when potential contamination occurs.

Policy NR 3.2: Clarify the extent of the wellhead protection area and continue to review projects in accordance with wellhead protection standards.

***Goal NR 4: Adequate water supplies are maintained within the aquifer.**

****Policy NR 4.1:*** Promote the preservation, restoration, and expansion of wetlands to aid in water filtration and recharge capabilities.

****Policy NR 4.2:*** Encourage the infiltration of water into the soil near where it falls to help replenish the aquifer.

****Policy NR 4.3:*** Continue to adopt and enforce standards and policies that limit unnecessary impervious surfaces, especially in critical aquifer recharge areas.

FREQUENTLY FLOODED AREAS

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

****Policy NR 5.1:*** Minimize development within the Tenino floodplain and known high groundwater hazard areas.

****Policy NR 5.2:*** Preserve the size and function of natural water storage areas, including wetlands, along Scatter Creek especially upstream from the City's wells.

Policy NR 5.3: Maintain flood standards, including building, mechanical and other codes, that are consistent with most recent FEMA standards and utilize best available science for floodplain construction practices.

Policy NR 5.4: Incorporate floodplain considerations and flood damage protection measures in the location, design, and construction of new development including public and infrastructure projects.

Policy NR 5.5: Develop a comprehensive stormwater management plan to better understand how stormwater flows through the community.

Policy NR 5.6: Consider adopting standards to assist in the review of stormwater treatment for construction projects.

WETLANDS

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

Policy NR 6.1: Make standards for wetland protection easy to understand and consistent with best available science.

Policy NR 6.2: Where a wetland may be impacted, require developers/property owners to perform a wetland delineation and to mitigate wetland impacts that will occur as a result of the development proposal.

Policy NR 6.3: Promote the clustering of homes away from wetlands.

FISH AND WILDLIFE CONSERVATION AREAS

***GOAL NR 7: Protect and enhance critical resources and habitats.**

***Policy NR 7.1:** Use best available science in preserving and enhancing resources for anadromous fish and other local endangered, threatened or sensitive species.

Policy NR 7.2: Monitor state and federal discussions regarding endangered, threatened, and protected species and habitats.

Policy NR 7.3: Take proactive steps to protect species and prepare for limitations on development associated with their protection.

LANDSLIDE AND EROSION HAZARDS

GOAL NR 8: Development in geologically hazardous areas is consistent with maintaining public health and safety.

Policy NR 8.1: Require engineering and or geotechnical investigations and certifications be made prior to approval of development permits or authorizations to proceed.

Policy NR 8.2: Require development of housing, roads, and other facilities to locate away from steep slopes where possible and practical.

Policy NR 8.3: Consider a variety of factors including soil instability, slopes, shrink/swell potential and other limitations for building and road construction in the processing of development applications.

Policy NR 8.4: Require revegetation and restoration of hillsides disturbed during development activities, consistent with the best available science.

OPEN SPACES

Goal NR 9: Significant open space in Tenino is preserved and will always be part of the City.

Policy NR 9.1: Work with non-profits, governmental agencies and other interested parties to preserve natural lands within Tenino.

***Goal 10: Retain properties adjacent to Tenino City Park as natural lands, forestry and/or habitat.**

***Policy NR 10.1:** Partner with adjacent land owners to best preserve natural lands around Tenino City Park.

Policy NR 10.2: Strive to appropriately manage habitat and the growth of any invasive species within the park, given limited available City maintenance budgets.

***Policy NR 10.3:** Improve connections between Tenino City Park and adjacent properties through better signage and trails.

Goal NR 11: Scatter Creek is a natural corridor that balances the needs for open space, recreation opportunities, and wildlife habitat.

Policy NR 11.1: Improve and maintain the health of Scatter Creek. Consider using the Shoreline Master Program's restoration plan to identify potential habitat restoration projects.

Policy NR 11.2: Strive to create a trail adjacent to the creek or riparian areas near the creek. Require the construction of the trail as part of future developments to create an amenity for residents.

Goal NR 12: In West Tenino, preservation of prairie habitat is balanced with commercial and residential development.

Policy NR 12.1: Require a habitat assessment to evaluate potential impacts to endangered, threatened or priority species as a result of any future development in West Tenino.

Policy NR 12.2: Prohibit habitat fragmentation wherever possible and practical.

Policy NR 12.3: Encourage clustered development patterns.

Goal NR 13: Tenino's scenic hillsides are protected.

Policy NR 13.1: Encourage hillside developments to preserve trees.

Policy NR 13.2: Consider developing standards for preserving treed skylines on Tenino's hills.

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CHAPTER 4. TRANSPORTATION

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

A. COMMUNITY STREETS

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

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

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

Potential downtown improvements include re-grading Highway 507 as it travels through downtown to accommodate wider sidewalks, street trees, and ADA accessible ramps; installing a gateway feature at the Ritter Street triangle; and constructing a roundabout at the Old Highway 99/SR 507 intersection. These improvements are projected to cost around \$5-6-7.4 million (in 2016-2025 dollars (31.5% Inflation Rate)) and will need to be funded by the City of Tenino in partnership with other agencies such as Thurston Regional Planning Council (TRPC), the Transportation Improvement Board (TIB), Washington State Department of Transportation (WSDOT), Washington State Department of Ecology, and the Federal Highway Administration. Although not included in the preliminary layout plan and cost estimates produced with the Main Street 507 effort, improvements at the Old Highway 99 and Wichman/McDuff intersections may also be necessary over the next 20 years in order to improve safety for pedestrians and motorists.

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

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limited transportation funding available and the sheer number of roadways in the City, several roadways still require repair and improvement.

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

- **Old Highway 99.** The Old Highway 99 bridge west of downtown Tenino is Tenino's oldest bridge and has the lowest sufficiency rating of any of the community's structures (60.38%) due primarily to its narrow width. The bridge was constructed of concrete in 1923 as part of the early development of the Washington Highway System and has a curb-to-curb width of 24 feet. The bridge is 66 feet long and 27 feet wide.
- **Morningside Drive.** The bridge at Morningside Drive, built in 1995, is in good condition but has a low to moderate sufficiency rating of 74.18% due to its constricted width. This rating will likely decrease as development occurs on the west side of Tenino. The bridge allows one lane of traffic and sees low traffic volumes at present; additional traffic as Lemon Hill develops is likely. These anticipated volumes, in conjunction with the existing width of the bridge and the reduction in travel speeds necessary for the bridge approach, will reduce the suitability of the structure. The bridge is 36 feet long and 16 feet wide and made from precast concrete panels.
- **McDuff Road.** The McDuff Road Bridge has the highest sufficiency rating of Tenino's bridges at 99.4%. The facility, built in 1987, is constructed of precast concrete panels and is 62 feet long. The bridge is 37 feet wide and has a curb-to-curb width of 34 feet.

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

- **Road Types.** The functional classification of roadways in the Tenino city limits are presented in Map TS-1 and Table 4.1. With the exception of SR 507, maintenance and improvements to most roadways within city limits are the responsibility of the City of Tenino. As public streets and the properties they serve are annexed into the city limits from the unincorporated Urban Growth Area, the City will accept the additional responsibilities associated with the maintenance and improvement of the new roads. Currently, there are no roads in the Urban Growth Area. Thurston County owns and maintains the majority of the roads outside of the city limits.
- **Truck Routes.** Two locally-maintained streets serve as key truck routes in Thurston County. Old Highway 99 from SR 507 to the west city limits carries truck traffic from SR 507 to the Interstate. Wichman north of SR 507 allows trucks to connect to State Route 121. Oversized truck traffic is limited from travelling north on Old Highway 99 as a result of the low clearance trestle located three miles north of Tenino near Offut Lake Road.

Table 4.1: Street Types			
CITY LIMITS	Length (Miles)	Maintenance Responsibility	Improvement Responsibility
Minor Arterial			
SR 507 (Old Highway 99 to East city limits)	2.03	WSDOT	City/WSDOT
Old Highway 99 (West city limits to SR 507)	1.62	City	City
Major Collector			
Wichman (North City Limits to SR 507)	0.29	City	City
Old Highway 99 (North City Limits to SR 507)	0.30	City	City
Park Avenue (6 th Street to SR 507)	1.39	City	City
6 th Street (SR 507 to Park Avenue)	0.07	City	City
SR 507/Bucoda Highway (Old Highway 99 to South city limits)	0.37	WSDOT	City/WSDOT
Garfield (Old Highway 99 to Howard)	0.41	City	City
Howard (Garfield to SR 507/Sussex)	0.12	City	City
Local Access			
All Other Public Streets	10.1	City	City

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

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

Table 4 2: Levels of Service		
LOS	V/C Ratio	Description
A	0.00-0.60	Highest driver comfort; free-flowing
B	0.60-0.70	High degree of driver comfort; little delay
C	0.70-0.80	Acceptable level of driver comfort; some delay
D	0.80-0.90	Some driver frustration; moderate delay
E	0.90-1.00	High level of driver frustration; high levels of delay
F	1.00+	Highest level of driver frustration; excessive delays

The City of Tenino has adopted Level of Service D for its arterials and major collectors. This standard is consistent with the regional standards adopted by Thurston Regional Planning Council and is used in the 2040 Regional Transportation Plan (adoption anticipated in 2016). This level of service is characterized by rush hour delays that cause decreases in speed and congestion at key intersections, although traffic typically continues to move.

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

Although the LOS for these arterial and collector roads is not likely to shift over the next 25 years, Park Avenue will likely see an increase in through-traffic as SR 507 and Old Highway 99 become more congested. This is concerning for a number of reasons. Even though Park Avenue is classified as a major collector road, it is not designed to accommodate heavy traffic associated with an arterial road; significant improvements are necessary to keep the road in good working order and accommodate higher traffic volumes. The City would also like to improve pedestrian connections between the historic downtown, Tenino City Park, and the Yelm Tenino Trail. Increased traffic on Park Avenue bisects the downtown and Parkside Elementary from these other amenities and may pose a safety hazard to students and people who walk and bike.

Figure 4.1: Artist Rendering of Old Highway 99/Sussex Intersection



Source: KPG, Inc.

System Deficiencies and Potential Projects

- **Underperforming Intersections.** Over the planning period, the City of Tenino will work to improve the Old Highway 99 intersection with Sussex Avenue, and the intersection of Sussex Avenue and

Wichman Avenue (especially if additional development occurs west of the intersection). The Main Street 507 project considered a number of goals for the intersection improvements and the downtown corridor, including improving safety, beauty, walkability, and traffic flow. Based on this effort, the City believes that the best option to balance these goals is through the construction of roundabouts at these key intersections (see Figure 4.1 and Map TS-4).

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

- **Street Connectivity.** Tenino has a well-established street grid with excellent connectivity, essential in gracefully accommodating new development. As the City continues to develop, Tenino will strive to achieve similar levels of street connectivity to aid in distributing local traffic through new developments and limit traffic funneling to distinct points. New residential and commercial development should include highly connected street networks that connect with nearby local and through streets and/or roadways in adjacent developments. Continued development of the road network should generally avoid the use of cul-de-sacs and loop roads.
- **Road Maintenance.** The City will work to find ways to fund ongoing maintenance of existing street facilities; this maintenance has proven to be a struggle for the community. Over the next 20 years the community will work to find methods to extend minimal paving dollars. Potential options include closing existing low-volume roads or minimizing road widths (and the associated paving requirements) on streets with minimal traffic.

Figure 4.2: Artist Rendering of Downtown Tenino Improvements



Source: KPG, Inc.

- Downtown Streetscape.** Improvements to the Sussex Avenue streetscape through downtown Tenino are desirable and needed. At present, the road is primarily oriented toward automobile travel with few desirable pedestrian or aesthetic amenities that support economic vitality of the downtown business district. Over the planning period, the community will work with WSDOT and other transportation partners to implement the improvements included in the Downtown Plan and recommended as part of the Main Street 507 project (see Figure 4.2 and Map TS-4) to improve the aesthetics of the street and make the downtown more amenable to pedestrians. Federal, State, and other transportation funding options will be pursued by the City to help pay for these improvements.
- Traffic Congestion.** To address changes in traffic on city streets, the City should consider lowering the speed limit on Park Avenue so that SR 507 through-traffic does not divert from the highway in an effort to bypass congestion in the downtown corridor. Installation of traffic-calming devices may also be appropriate. The City will also need to address congestion on SR 507, particularly at the Wichman/Sussex and Old Highway 99/Sussex intersections. Improvements at the intersection of Old Highway 99 and SR 507 west of downtown Tenino should also be considered. Options that encourage use of Park Avenue as a high-capacity bypass route, such as widening the road or adding additional travel lanes, should be considered only as a solution of last resort.

B. RAILROADS

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

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

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

C. PEDESTRIAN TRAVEL AND AMENITIES

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

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

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

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

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

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

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

Existing Pedestrian Amenities in Downtown. The Yelm-Tenino Trail, the City's network of sidewalks, and the Tenino's flat topography make the community a great place to travel by foot. Emphasizing these strengths will aid downtown Tenino in its continued development as the City's economic and social heart and soul. Though it does not fully function in this manner at present, the downtown area features historic buildings designed in a time when travel by foot was common. The existing sidewalk system, parking arrangement, and speed of traffic on Sussex Avenue/SR 507 do not contribute to a welcoming experience for visitors. Existing crosswalks, which are unsignalized and dependent on stopping motorists and/or gaps in traffic on State Route 507, further diminish the pedestrian possibilities for the area. To address the issues highlighted above, the City of Tenino should pursue the following projects outlined in Table 4.3:

Table 4.3 Needed Pedestrian Improvements	
Deficiency	Recommended Action/Improvement
Sidewalk System	
Few sidewalks in existing neighborhoods east and west of downtown Tenino	Enhance connections/create gateways to the Yelm-Tenino Trail for neighborhoods without sidewalks
Severely degraded sidewalks in certain areas	Prioritize sidewalk improvements in areas most likely to experience pedestrian travel (see Map TS-5)
Pedestrian amenities in the west portion of Tenino	Require new sidewalks, trails and bike paths as part of future development
Trail System	
Neighborhoods without sidewalks, but close to the Yelm-Tenino trail	Enhance connections/create gateways to the trail
Downtown	
Inadequate sidewalks/pedestrian space along Sussex	Determine the feasibility of expanding the width of the sidewalk on Sussex and pursue grants to construct the improvements (see Figure 4.2).
Unclear link between downtown and park, and limited spaces for pedestrians in downtown	Continue to improve Olympia Street as a downtown outdoor marketplace and pedestrian gateway between the park, regional trails and downtown.
Inadequate crosswalks along Sussex	Determine the feasibility of enhancing crosswalks in downtown and at the Old Highway 99 and Sussex intersection.

D. TRANSIT SERVICE, ALTERNATIVE TRAVEL MODES, AND TRANSPORTATION DEMAND MANAGEMENT

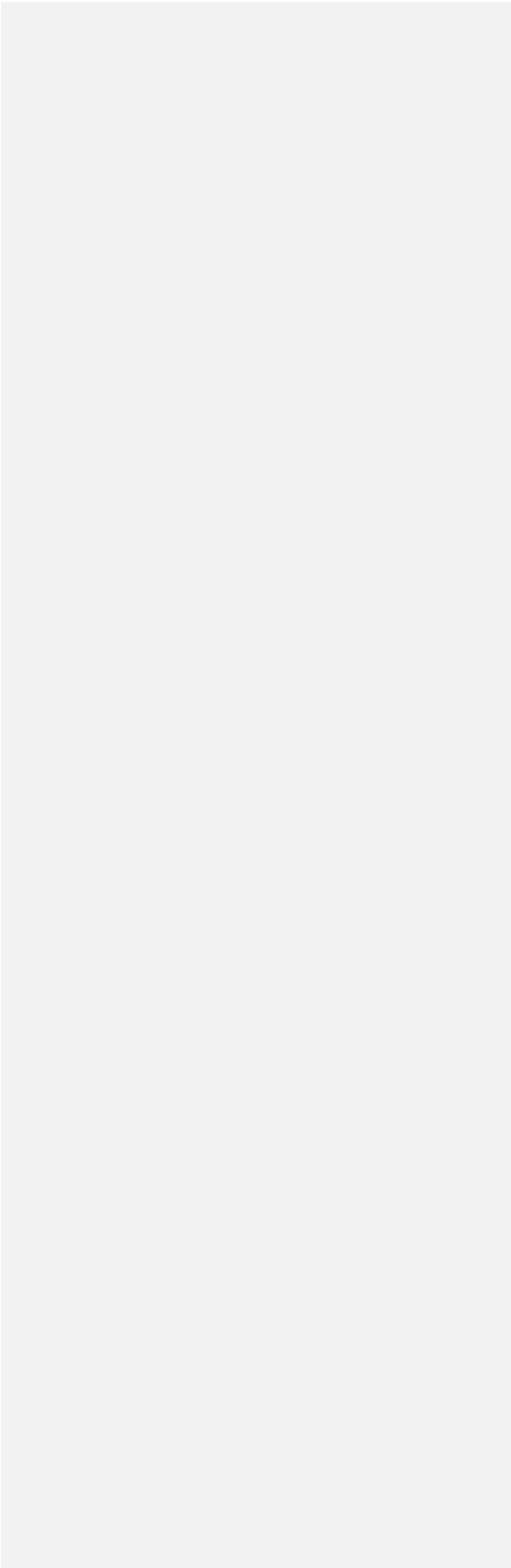
Many residents in the City of Tenino commute to other communities for work. According to data collected BY TRPC between 2011 and 2013, approximately 84% of survey respondents worked outside of the community with many traveling in their own vehicles north to Olympia or Tacoma. While these commutes do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

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

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

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

the Thurston County area. Vanpool trips must either begin or end within the transit system's Public



Transportation Benefit Area. Vans travel an average of 73 miles per day (round-trip) with an average individual vanpool fare of approximately \$65 per month. Considered a premium service, vanpool riders pay most of the operating costs. No vanpools are currently known to operate in Tenino.

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

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

E. FUNDING

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

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

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

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

Table 4.4: 2013-2018-2025 to 2030 TIP (in order of priority)

ID	Project	Anticipated Funding Source(s)			
		Local	State	Federal	Total
1	*South Custer Street — repair, install drainage, tree removal, water main replacement, chipseal, and safety improvements as needed. Old Hwy 99 West (from Hwy 507 to Mima Acres Drive SE 2-inch asphalt grind, asphalt overlay using HMA that contains reinforcing fibers.	\$1,600,166, 300	-\$538,200	\$10,400,884, 300	\$12,000,140 5,500
2	Old Highway 99 Bridge Replacement Military Road (Sussex St E to Old Military Road— Crack seal, and chipseal replace existing bridge and approaches, add pedestrian walkway, guardrails, add traffic lanes for future planned growth, elevation changes as needed, conduit chases, and safety improvements as needed.	\$400,00 977,300	2,100,000 103,000	-\$2,000,000	\$5,000,000 80,300
3	McClellan Street (Sussex Ave W to Wichman Street S) South Hayden Street — repair, widen, chipseal, and safety improvements as needed Widen, install drainage, and chipseal	\$400,29, 400	-\$46,400	-\$2,600	\$3,000,75, 80 0
4	Morning Side Drive (McClellan Street to Morning Side Drive) *North Wichman Street — repair, widen, Repair, chipseal, and safety improvements as needed install drainage, chipseal, ADA ramp realignment, and safety improvements as needed	\$2,025, 1 8,000	--	\$12,975, --	\$15,000, 18, 00
5	*Olympia Street South — repair, install Eureka Street South (Sussex Ave E to Park Ave E) drainage, chipseal, and safety improvements as needed Widen, repair, chipseal, and safety improvements as needed	-\$810	--	\$5,190, 36, 10	\$6,000, 36, 10
6	Central Avenue East — repair, install Tenino Trail Design (Old 99, Tenino City Limits to SR 507) drainage, chipseal, and safety improvements as needed Provide design engineering for the Yelm Tenino Trail (YTT) for feasibility segments G3 and G4, along Old 99 from the west City limits to the intersection of 6th Street with Park Avenue improvements as needed	-\$5,575	--	\$36,725, 225,	\$41,300, 225,

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COMMUNITY STREETS

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

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

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

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

Policy TS 1.3: Evaluate and, where possible, implement alternative mechanisms to fund transportation projects, including transportation impact fees.

Policy TS 1.4: Require developers to fund their fair share of needed road improvements.

Policy TS 1.5: Partner with Thurston County and Thurston Regional Planning Council on projects of regional significance that are located within Tenino’s street network.

Policy TS 1.6: Evaluate improvement options for the intersection of Old Highway 99 and State Route 507 (just west of downtown Tenino).

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

Policy TS 2.1: Require road connections, half-street improvements and road stubs as part of new development.

Policy TS 2.2: Dead-end streets and cul-de-sacs should be used only on minor local streets where no other alternative design is possible

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

Policy TS 3.1: Implement the improvements proposed as part of the Main Street 507 project.

ACTION: Seek out and obtain funding for the design and acquisition of right-of-way for the project.

ACTION: Improve the streetscape in downtown Tenino.

ACTION: Install gateway improvements at the Ritter Street triangle.

ACTION: Construct a roundabout at the intersection of Old Highway 99 and Sussex Avenue.

Policy TS 3.2: Seek out funding to improve the Wichman/Sussex intersection.

RAILROADS

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

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

Policy TS 4.2: Develop a plan to address safety concerns on the rail corridor.

PEDESTRIAN TRAVEL AND AMENITIES

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

Policy TS 5.1: Identify areas of deficient sidewalks (due to either size or condition) and prioritize improvements in those areas.

Policy TS 5.2: Work to achieve the new sidewalks shown on Map TS-5.

Policy TS 5.3: Require new development to construct sidewalks unless the amenities are deemed unnecessary by the director of Public works and the City Planner.

Policy TS 5.4: Establish neighborhood pathways to improve access to the Yelm-Tenino Trail.

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

Policy TS 6.1: Strive to implement the findings of the Main Street 507 study.

Policy TS 6.2: Work to establish Olympia Street as a link between downtown and Tenino City Park, a location for community events, and an outdoor marketplace.

Policy TS 6.3: Allow and encourage businesses to legally establish pedestrian amenities in the public right-of-way.

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

Policy TS 7.1: Prioritize the improvement of sidewalks in the areas shown on Map TS-5.

Policy TS 7.2: Install traffic-calming improvements on certain shared roadways to increase pedestrian safety.

Policy TS 7.3: Require sidewalks along streets in new residential and commercial developments.

Policy TS 7.4: Ensure that new sidewalks connect to existing sidewalks and or trails in the community.

Policy TS 7.5: Seek to improve the comfort of pedestrians as they cross Sussex (SR 507) and walk through the downtown.

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

Policy TS 8.1: Consider adopting a complete streets ordinance.

TRANSIT SERVICE, ALTERNATE TRAVEL MODES, AND TRANSPORTATION DEMAND MANAGEMENT

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

**Policy TS 9.1:* Collaborate with Thurston Regional Planning Council and Thurston County to ensure that RT receives continued funding for operations and is adequately funded into the future.

Policy TS 9.2: Explore options for constructing a transfer station in Tenino for RT riders.

**Policy TS 9.3:* Continue to inform area residents about available bus routes.

**Policy TS 9.4:* Continue to advocate for increased bus service to the Tenino area.

**Policy TS 9.5:* Work with RT to ensure that low-income residents are well served by the system.

Goal TS 10: Tenino residents are carpoolers and vanpoolers.

Policy TS 10.1: Work to partner with a community business or organization to utilize their parking lot/vacant land as a park and ride or park and pool facility.

Policy TS 10.2: Distribute information about existing vanpool and carpool resources to encourage more shared trips.

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

FUNDING

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

Policy TS 12.1: Attempt to secure adequate long-term funding sources for transportation through a variety of methods.

Policy TS 12.2: Ensure any transportation improvements or strategies that require impact mitigation are constructed and/or financed concurrently with development. This means that the necessary project will either be constructed at the time of development, or sufficient financial commitment will be available to ensure it will be constructed within six years.

Policy TS 12.3: Adopt a concurrency management program to ensure that the impacts of development on infrastructure are sufficiently addressed.

Policy TS 12.4: Require developers to contribute their fair share toward transportation improvements needed to mitigate the impacts of their development.

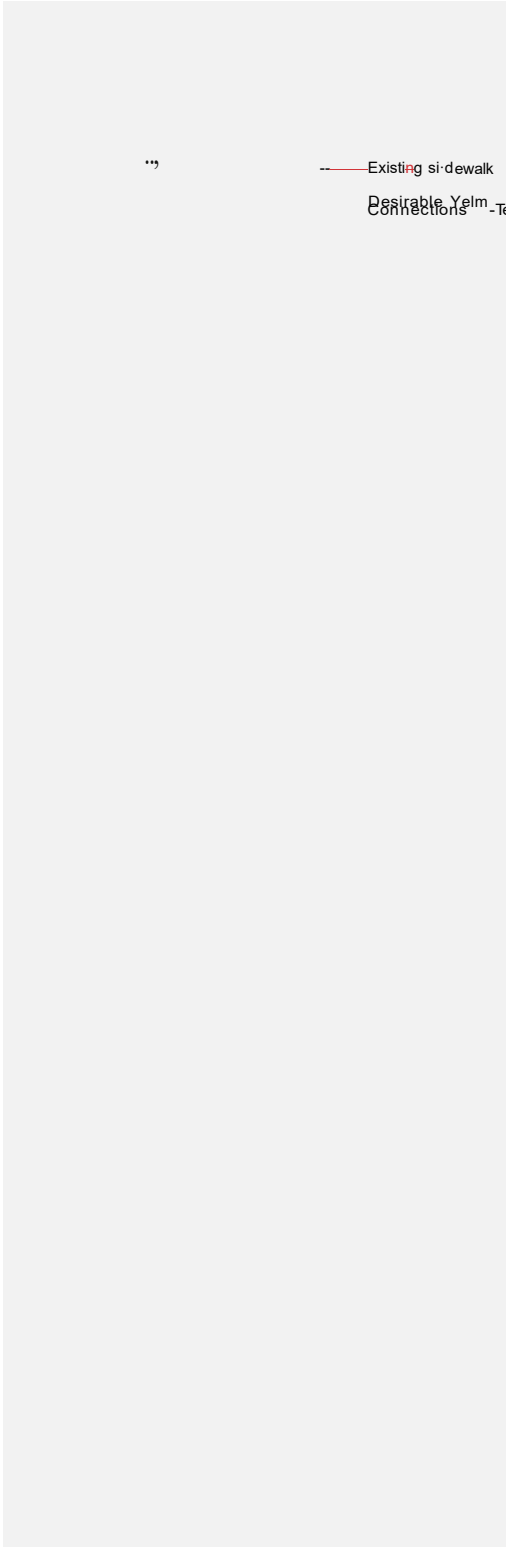
Policy TS 12.5: When deemed appropriate by the City Council, enter into latecomer agreements where substantial investments by one party may be legitimately reimbursed by others.

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

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

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

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





Technical Memo

To City of Tenino Planning Commission
From: Kirsten Peterson, Project Manager
Malissa Paulsen, Senior Planner
Date: January 8, 2025
Project: 2025 Comprehensive Plan Update
Subject DRAFT Comprehensive Plan Review & Update Schedule

Transportation Element

- A Transportation Element is required.
 - Draft Transportation Chapter
 - GMA Transportation Checklist for Tenino

Natural Resources Element

- A Natural Resource element is not required however it is an existing element in the 2016 Comprehensive Plan though because the element itself is not required, there are no specific requirements that must be met. However, there are requirements for Shoreline protection which have been included in the Chapter. These requirements have been attached.
 - Draft Natural Resources Chapter
 - GMA Shoreline Checklist for Tenino

Questions from December Meeting

- Open House Dates – Discuss
- Pros/Cons List of keeping Master Plan Community Zoning Designation – See Binder
- Transportation Plan can be integrated into both the Transportation Element and Downtown Plan or adopted by reference.

Next Steps

Additionally, we will start reviewing the draft Comprehensive Plan Elements at each Planning Commission meeting moving forward as generally outlined below, this schedule is subject to change.



Planning Commission Comprehensive Plan Element Review Schedule

Year	Month	Element(s) for Review
2024	December	Land Use Housing
2025	January	Transportation Natural Resources
	February	Capital Facilities & Utilities Economic Development
	March	Climate Resilience Parks and Recreation
	April	Development Regulations
	May - June	Planning Commission Review & City Council Adoption



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- A Natural Resource element is not required however it is an existing element in the 2016 Comprehensive Plan though because the element itself is not required, there are no specific requirements that must be met. However, there are requirements for Shoreline protection which have been included in the Chapter. These requirements have been attached.
 - Draft Natural Resources Chapter
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Questions from December Meeting

- Open House Dates – Discuss
- Pros/Cons List of keeping Master Plan Community Zoning Designation – See Binder
- Transportation Plan can be integrated into both the Transportation Element and Downtown Plan or adopted by reference.

Next Steps

Additionally, we will start reviewing the draft Comprehensive Plan Elements at each Planning Commission meeting moving forward as generally outlined below, this schedule is subject to change.



Planning Commission Comprehensive Plan Element Review Schedule

Year	Month	Element(s) for Review
2024	December	Land Use Housing
2025	January	Transportation Natural Resources
	February	Capital Facilities & Utilities Economic Development
	March	Climate Resilience Parks and Recreation
	April	Development Regulations
	May - June	Planning Commission Review & City Council Adoption



Technical Memo

To City of Tenino Planning Commission
From: Kirsten Peterson, Project Manager
Malissa Paulsen, Senior Planner
Date: January 8, 2025
Project: 2025 Comprehensive Plan Update
Subject DRAFT Comprehensive Plan Review & Update Schedule

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