



CITY OF
TUMWATER

**CITY COUNCIL WORK SESSION
MEETING AGENDA**

**Online via Zoom and In Person at
Tumwater Fire Department
Headquarters, EOC, 311 Israel Rd. SW,
Tumwater, WA 98501**

**Tuesday, October 24, 2023
6:00 PM**

1. Call to Order
2. Roll Call
- [3.](#) Tumwater Comprehensive Plan and the 2025 Periodic Update (Brad Medrud)
- [4.](#) TOGETHER! Tumwater Community Schools Program Final Report (Lisa Parks)
- [5.](#) 2024 Draft Legislative Agenda (Austin Ramirez)
6. Mayor/City Administrator's Report
7. Adjourn

Meeting Information

All Councilmembers will be attending remotely. The public are welcome to attend in person, by telephone or online via Zoom.

Watch Online

<https://us02web.zoom.us/j/81374770270?pwd=d01hUW91YVQxQ2hUVkxVUnplMnhNZz09>

Listen by Telephone

Call (253) 215-8782, listen for the prompts and enter the Webinar ID 813 7477 0270 and Passcode 112432.

Public Comment

The public may submit comments by sending an email to council@ci.tumwater.wa.us, no later than 4:00 p.m. the day of the meeting. Comments are submitted directly to the Councilmembers and will not be read individually into the record of the meeting.

Post Meeting

Video recording of this meeting will be available within 24 hours of the meeting.

<https://tcmedia.org/stream.php>

Accommodations

The City of Tumwater takes pride in ensuring that people with disabilities are able to take part in, and benefit from, the range of public programs, services, and activities offered by the City. To request an accommodation or alternate format of communication, please contact the City Clerk by calling (360) 252-5488 or email CityClerk@ci.tumwater.wa.us. For vision or hearing impaired services, please

contact the Washington State Relay Services at 7-1-1 or 1-(800)-833-6384. To contact the City's ADA Coordinator directly, call (360) 754-4128 or email ADACoordinator@ci.tumwater.wa.us

TO: City Council
FROM: Brad Medrud, Planning Manager
DATE: October 24, 2023
SUBJECT: Tumwater Comprehensive Plan and the 2025 Periodic Update

1) Recommended Action:

This is a discussion item about the City's Comprehensive Plan and the 2025 periodic update. Please review the attached memorandum and be prepared to discuss.

2) Background:

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

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

On a ten-year cycle, the City is required by the state to conduct a Growth Management Act periodic update of its Comprehensive Plan and related development regulations. For the current update covering 2025 to 2045, the City is required to complete work on the periodic update by June 30, 2025. Work on the periodic update started last fall.

The Comprehensive Plan document that will come out of the periodic update process will be shorter, leaner, and more user friendly and consist of shorter individual Elements focusing on goals, policies, and actions with appendices containing the required technical information. At the end of the process, there will also be a brief Comprehensive Plan goal and policy guide for use by staff and policymakers.

The updated Comprehensive Plan will address diversity, equity, and inclusion throughout the Plan.

The intent of this worksession is to discuss the Comprehensive Plan and the periodic update process and answer questions the City Council may have.

3) Policy Support:

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

Goal LU-1: Ensure the Land Use Element is implementable and coordinated with all applicable City plans and the plans of other jurisdictions in the Thurston region.

4) Alternatives:

☐ None.

5) Fiscal Notes:

This is primarily an internally funded work program task. The City has filed an application for a Washington State Department of Commerce grant for \$125,000 to update the Transportation Plan and Economic Development Plan. The City has filed an application for a Washington State Department of Commerce grant for \$75,000 to address the new state middle housing requirements. The City is preparing a Washington State Department of Commerce grant application for \$500,000 to support the development of a Climate Element and supporting implementation actions.

6) Attachments:

- A. Staff Report
- B. Presentation

STAFF REPORT

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



Tumwater Comprehensive Plan and the 2025 Periodic Update Process

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

Contents

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

G. Lands for Public Purposes Element 12

H. Parks, Recreation, and Open Space Plan..... 13

I. Shoreline Master Program 13

J. Transportation Plan 13

K. Utilities Element..... 16

L. Development Regulation Update..... 16

Appendix B - Guidance..... 22

Growth Management Act and the Periodic Update

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

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

Tumwater Comprehensive Plan

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

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

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

Tumwater Zoning and Development Regulations

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

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

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

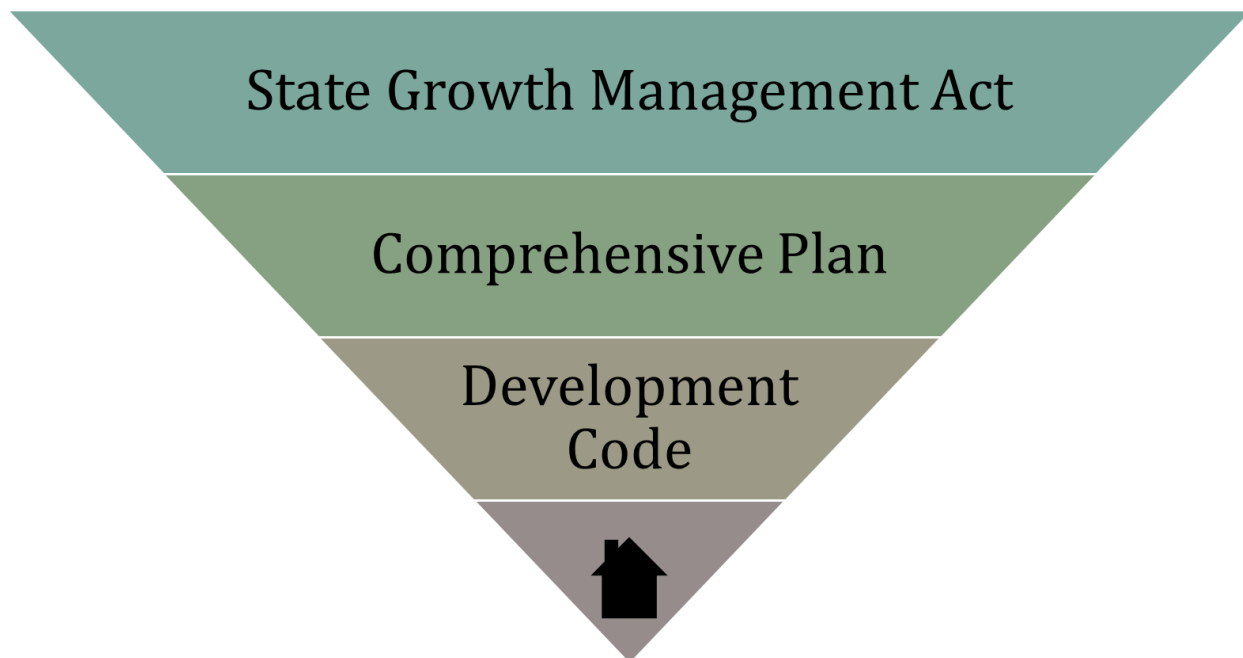


Figure 1. *The Relationship of State and City Requirements.*

City Growth

Population

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

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

Housing

Overall Projected Need

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

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

County Allocation by Income Level

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

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

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

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

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

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

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

Employment

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

Effect of Growth on the City

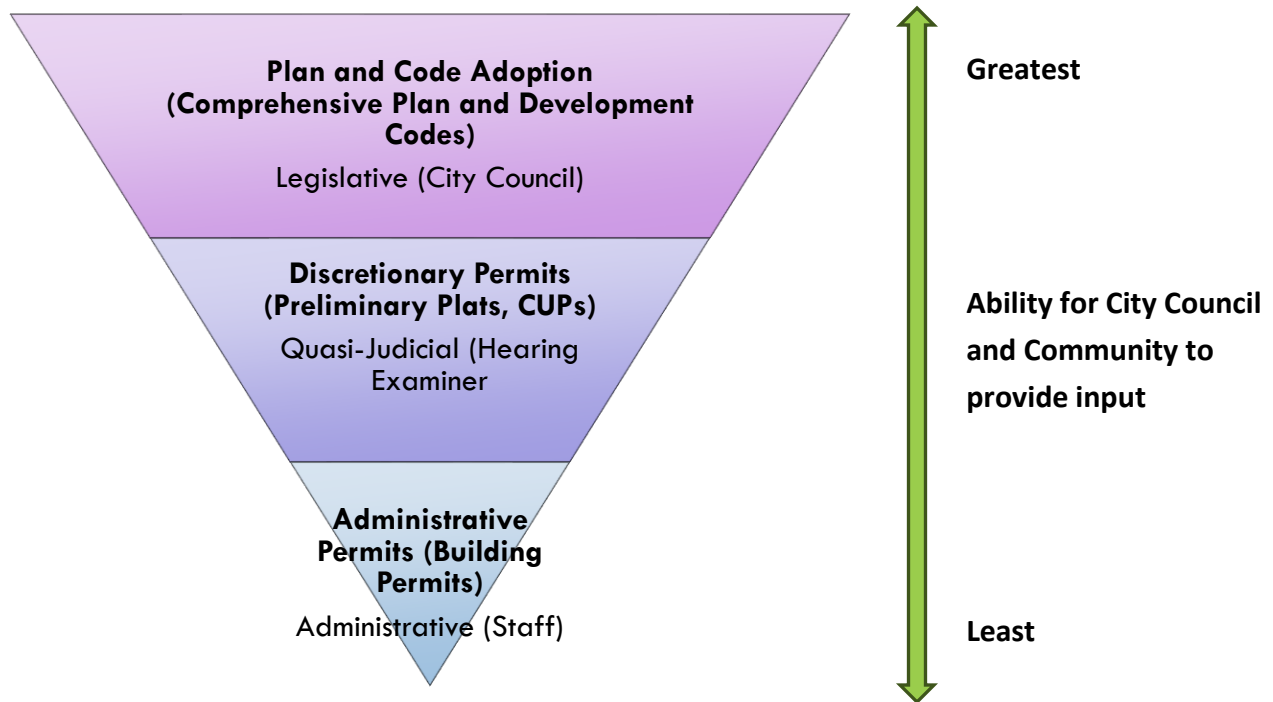
The addition of more people, housing, and jobs will result in a greater need for public services maintained by the City from roads, sidewalks, and bike lanes, to police and fire services, to water, sanitary sewer, and stormwater facilities, parks and recreation facilities, as well as the staff required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

Periodic Update

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

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

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



Update Schedule and Action items

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

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

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

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

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

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

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

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

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

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

Next Steps

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

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

Appendix A – Topics Addressed by the Update

1. General

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

2. Specific Elements and Plans

A. Capital Facility Plan (2026-27)

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

B. Climate Element

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

C. Conservation Element

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

D. Economic Development Plan

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

E. Housing Element

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

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

F. Land Use Element

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

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

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

G. Lands for Public Purposes Element

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

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

H. Parks, Recreation, and Open Space Plan

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

I. Shoreline Master Program

- Update complete, next required update 2030.

J. Transportation Plan

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

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

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

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

K. Utilities Element

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

L. Development Regulation Update

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

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

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

12. Existing Buildings for Housing.

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

13. Family Day Care.

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

14. Floodplain Overlay.

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

15. Impact Fees.

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

16. Land Division.

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

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

18. Middle Housing.

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

19. Mixed Use Zone District.

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

20. Organic Materials Management.

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

21. Parking.

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

22. Parks Concurrency.

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

23. Project Permit Review.

- Update Title 14 *Development Code Administration*.

24. Residential Zoning.

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

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

26. Town Center Zone District.

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

27. Transfer of Development Rights.

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

28. Transportation Concurrency.

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

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

Appendix B - Guidance

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

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

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

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

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

The Municipal Research Services Center has a Comprehensive Planning webpage.

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

Tumwater Comprehensive Plan and the 2025 Periodic Update Process

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

City Council Work Session, October 24, 2023



Background



Tumwater's population is forecast to grow by more than 10,000 people by 2045



Where will new and current residents live, work, and play?



Comprehensive planning is the process by which the community answers that question



Intent

What is the Comprehensive Plan?

Why it is important?

What are primary issues for 2025 Periodic Update?

- Affordable housing
- Diversity, equity, and inclusion
- Climate
- Economic development
- Capital facilities planning



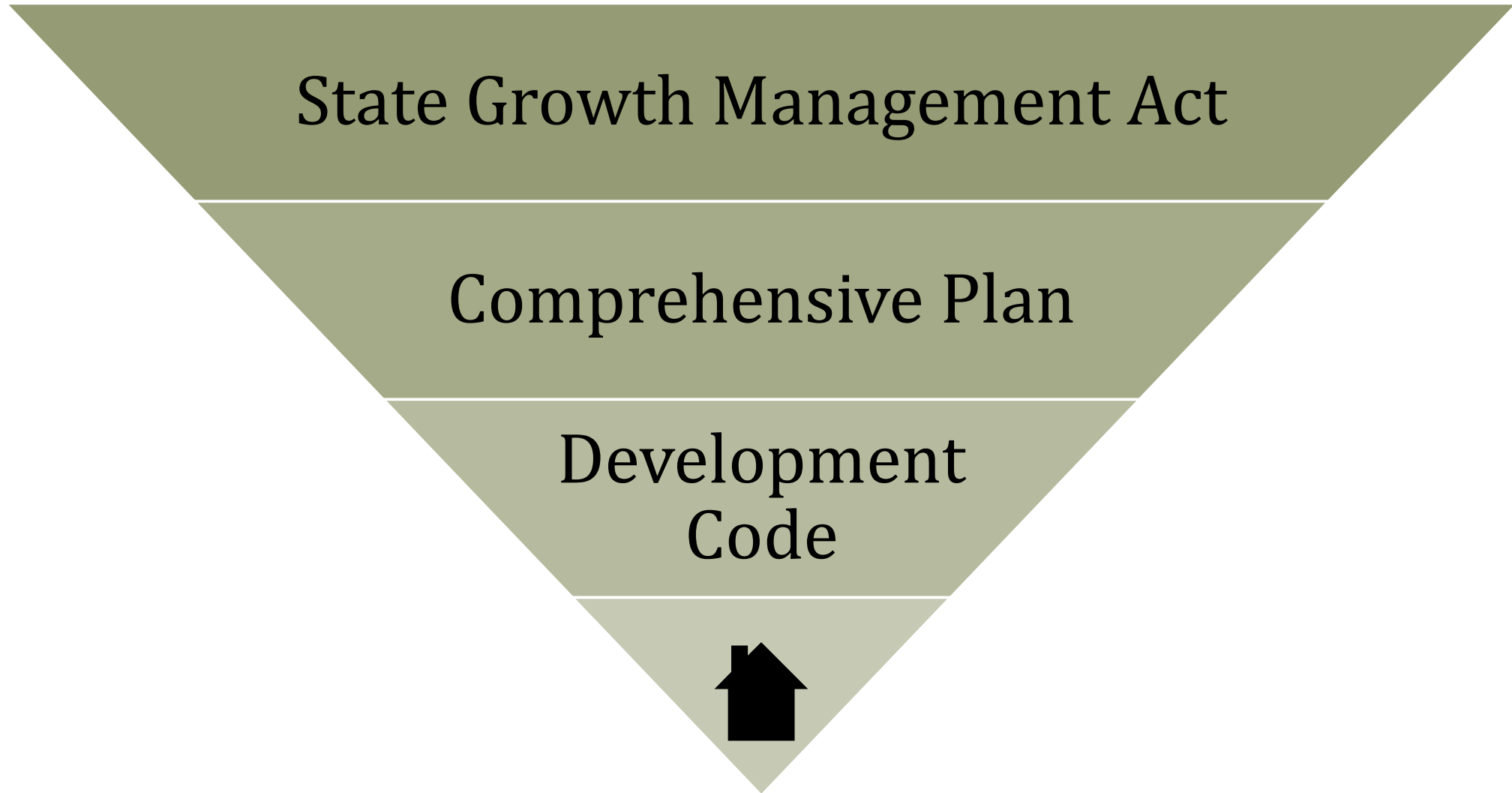
Growth Management Act and the Periodic Update

In Washington State, the Growth Management Act requires fast-growing cities and counties to manage their population growth through a comprehensive plan

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



How Requirements Are Related



What is the Comprehensive Plan?

The Plan articulates...

The goals, policies, and implementation actions that guide the day-to-day decisions of the Mayor, City Council, and City staff for managing the City's policymaking and investment choices for the next 20 years



What is the Comprehensive Plan?

The Plan is the blueprint for addressing...

- Where development will occur
- What type and intensity it will be
- What City services will be needed to support it



What is the Comprehensive Plan?

The Plan's goals, policies, and actions...

- Are the foundation for how the City addresses future public and private development
- Direct spending for capital facilities improvements
- Establishes impact fees and other development charges to pay for services needed by development
- Guides the content of its development regulations



What is the Comprehensive Plan?

The updated Plan will...

- Cover the period from 2025 to 2045
- Address diversity, equity, and inclusion throughout
- Incorporate many state-required changes addressing affordable housing, climate change, transportation, and other topics



Development Regulations

Development regulations translate the goals and policies of the Comprehensive Plan into the zoning, land division, and environmental regulations that property owners must follow to develop land in the City



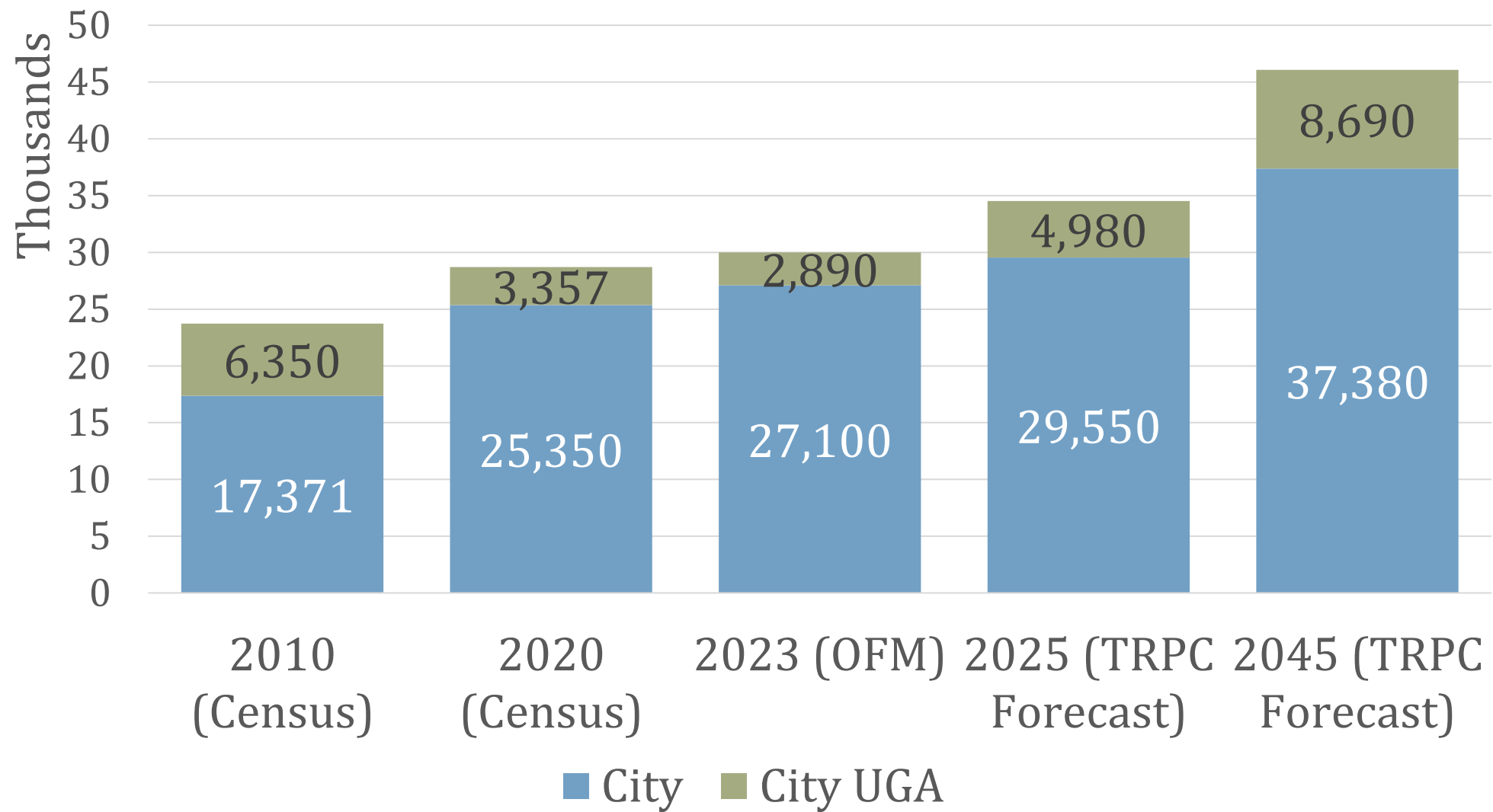
Based on the Citywide Future Land Use Map, the City's Zoning Map establishes the location and boundaries of the zoning districts that allow for specific uses and intensities



City Snapshot – Population, Housing, and Employment



City Snapshot – Population Forecast



City Snapshot – 2023-2045 Projected Population

	2023 (OFM)	2045 (TRPC Forecast)	2023-2045 Projected New Population	Percent Increase 2023-2045
City	27,100	37,380	10,280	38%
City UGA	2,890	8,690	5,800	201%
Combined Total	29,990	46,070	16,080	54%



City Snapshot – Household Size

2000	2010	2020	2023 (Est)
2.20	2.27	2.39	2.38

City Snapshot – Housing Units

	2020 (Census)	2025 (TRPC Forecast)	2045 (TRPC Forecast)	2025- 2045 Projected Housing Need	Percent Increase 2025- 2045
City	11,064	13,460	17,740	4,280	32%
UGA	1,210	2,090	3,726	1,636	78%
Combined Total	12,274	15,550	21,466	5,916	38%

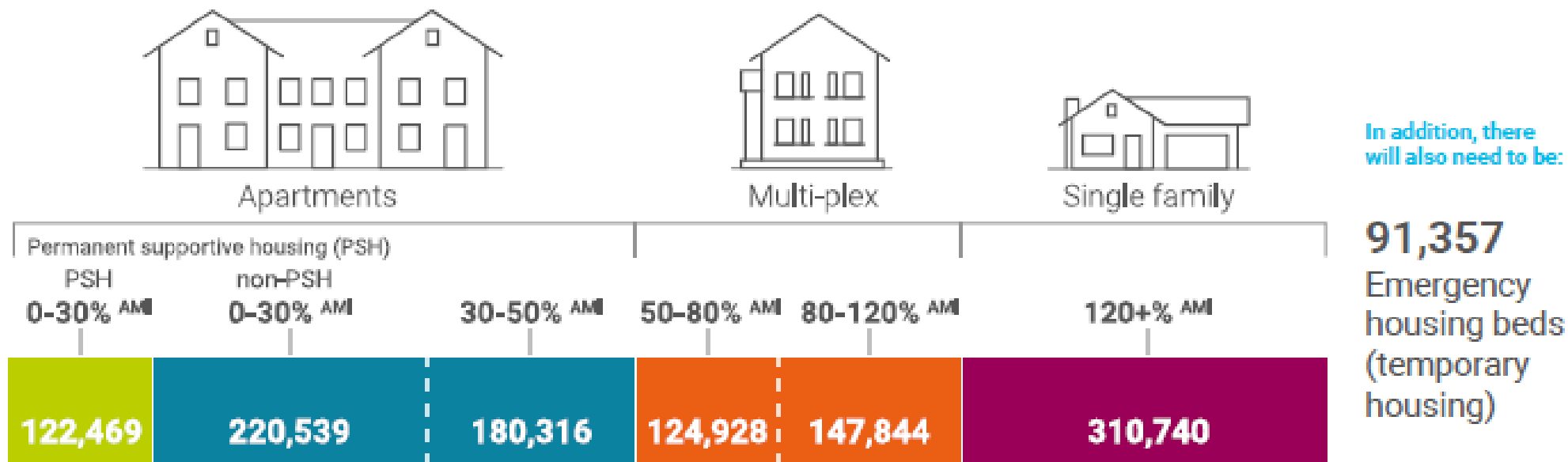
Notes:

- The City added approximately 600 new housing units from 2020 to April 2023 with another approximately 200 housing units by annexation
- 2020-2045 Projected Housing Need for the City is 6,676 housing units, a 60% increase from 2020 to 2045



Statewide Housing Need

According to the State Department of Commerce, 1.1 million new homes will be needed statewide in the next 20 years



State Department of Commerce

State Housing Allocation to Thurston County

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

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



Median Household Income

Median household income is the threshold where half of the households earn more, and half earn less

The measure assesses money income only and does not include additional benefits such as employer contributions to pension plans and medical benefits



Jobs and Income Levels

Household Income (2023)	Percent of Thurston Area Median Income	Typical Jobs that May Fall in this Range for Household Income
\$0 - \$30,750	0 – 30%	Farm workers, Fixed Incomes
\$30,751 - \$51,250	>30 – 50%	Childcare Workers, Food Preparation Workers, Landscaping Workers
\$51,251 - \$82,000	>50 – 80%	Veterinary Technicians, Construction Workers, Truck Drivers
\$82,001 - \$102,500	>80 – 100%	Nurses, Plumbers
\$102,501 - \$123,000	>100 – 120%	Analysts
\$123,001	>120%	Lawyers, Managers



Example – Addressing Affordable Housing

HOUSING NEEDS



State Department of
Commerce and
BERK



City Snapshot – Employment (City & UGA)

2017 (TRPC)	2045 (TRPC Forecast)
27,030	37,760



What Does Growth Mean for City Services?

Increases in population, housing, and employment lead to an increased need for services, including:...

- **Transportation** – Roads, transit, sidewalks, bike facilities
- **Solid Waste** – Garbage and recycling
- **Water** – Supply and transmission
- **Sewage** – Treatment and sanitary sewer system facilities
- **Stormwater** – Storage and treatment
- **Parks and Recreation** – Facilities and staffing
- **Police** – Facilities and staffing
- **Fire and Emergency Services** – Facilities and staffing
- **Libraries** – Facilities and staffing
- **Schools** – Facilities and staffing



Periodic Update Process



Step 1 and throughout
Engage the Community



Step 2
Gather and
Analyze
Data



Step 3
Evaluate
Policies



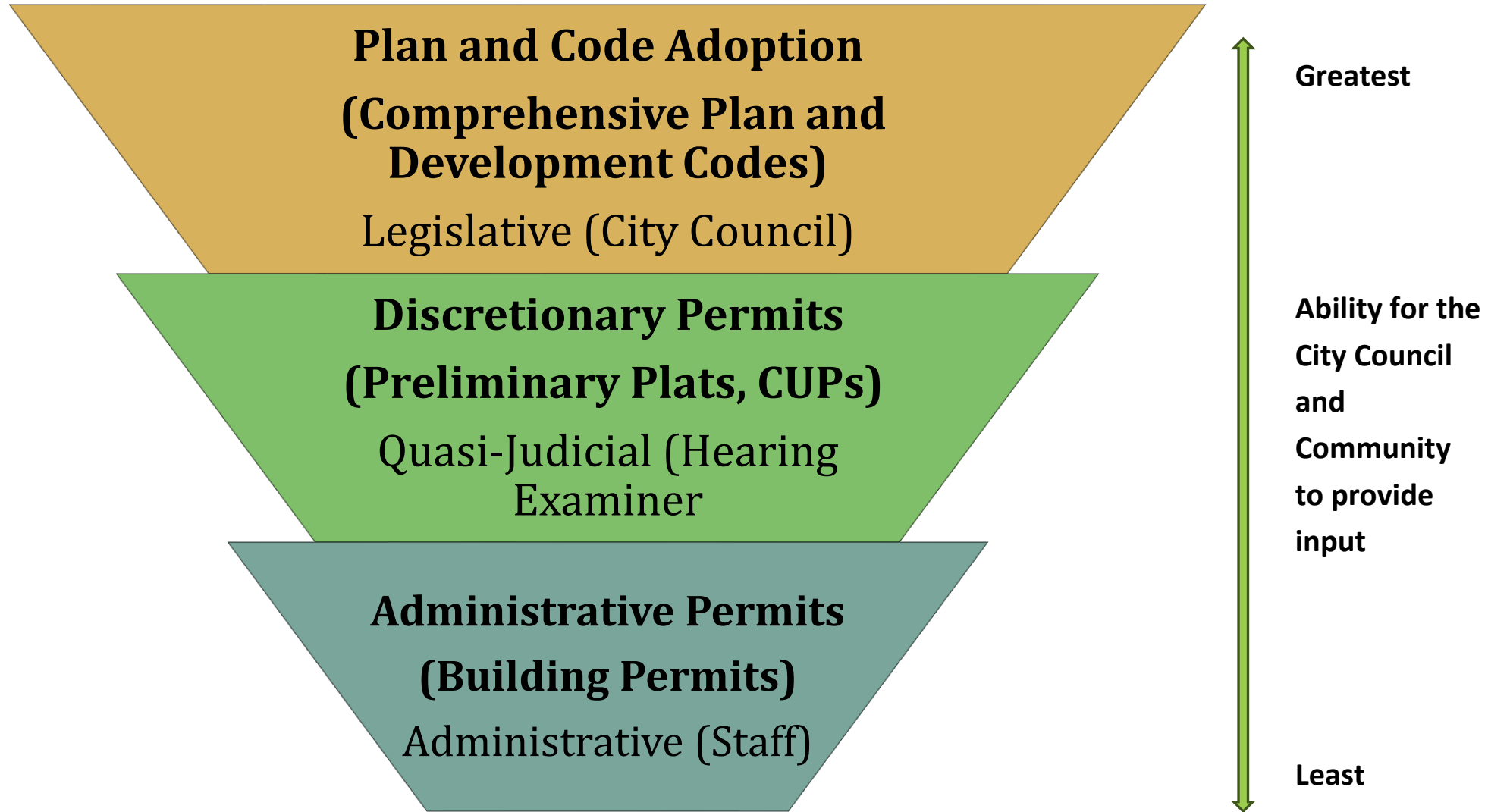
Step 4
Revise Policies



Step 5
Review and
Update
Regulations



Best Time for Community Input



Engaging with the Community

The objective of the community engagement process is to provide the community and stakeholders with meaningful opportunities to participate in the Comprehensive Plan periodic update throughout the process

The Final Community Engagement Plan identifies tactics, strategies, and platforms to inform and consult the community and stakeholders throughout the periodic update

The community engagement process is flexible and will change to take advantage of events and opportunities that may arise



Periodic Update Webpage

- The periodic update email is compplan@ci.tumwater.wa.us
- All documents, schedules, and meeting notifications related to the periodic update are found on the City's periodic update webpage www.ci.tumwater.wa.us/2025CompPlan
- Link to current Comprehensive Plan:
<https://www.ci.tumwater.wa.us/departments/community-development-department/tumwater-comprehensive-plan>



Ongoing Updates

- Staff will update the City Council and Planning Commission on the community engagement efforts throughout the periodic update
- The community will be notified of key meetings and open houses via the periodic update webpage, social media, Tumwater On-Tap e-newsletter, and City interested party contact list

Comments and Contact information

Written comments are welcome at any time during the periodic update process. Staff will address and publish all formal comments

City of Tumwater Contact:

Brad Medrud, AICP
City of Tumwater Planning Manager
Community Development Department
555 Israel Road SW
Tumwater, WA 98501
Phone: 360-754-4180
Email: bmedrud@ci.tumwater.wa.us



Phase I – Community Engagement and Review

Summer 2023 – Fall 2023

- Community Outreach – Initial Actions
- Gap Analysis – Completed Fall 2023
- Data Collection – Completed Spring 2024
- Format of the Updated Plan – Completed Fall 2023



Phase II – Plan Development

Winter 2024 – Fall 2024

- Continuing Community Outreach – Winter 2024 – Fall 2024
- Commerce reviews proposed Plan format – March 2024
- Individual Element Development Briefings – January 2024 – October 2024
- Development Code Amendment Briefings – March 2024 – October 2024



Phase III – Legislative Process

Fall 2024 – June 30, 2025

- Prepare Ordinances – October 2024
- SEPA Reviews and Commerce Notice of Intents – November 2024 –
December 2024
- Public Adoption Meetings
 - Planning Commission November 2024 – February 2025
 - City Council March 2025 – June 2025
- Notices of Adoption – June 30, 2025



Commerce Guidance Materials

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

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



Next Steps

- General Government Committee – November 8, 2023
 - Climate and Conservation Elements
 - GMA Housing Needs Allocation
- City Council Joint Work Session with Planning Commission – December 12, 2023
 - 2024 Long Range Planning Work Program and Periodic Update
- General Government Committee – December 13, 2023
 - Economic Development Plan
 - Lands for Public Purposes and Utilities Elements



TO: City Council
FROM: Lisa Parks, City Administrator
DATE: October 24, 2023
SUBJECT: TOGETHER! Tumwater Community Schools Program Final Report

1) Recommended Action:

No action is necessary, this will be a final report presentation from Sierra Abrams, TOGETHER! Community Schools Director, updating the Council on the Tumwater Community Schools Program.

2) Background:

TOGETHER! provides a Community Schools Program in partnership with the Tumwater School District. The Community Schools Program provides support to students to fundamentally help them remain in and be successful in school. This can sometimes include helping them remain housed and fed. The Program is funded by the District, contributions to TOGETHER!, and grants.

The City entered into a service provider agreement with TOGETHER! in December of 2022, for a not-to-exceed amount of \$100,000, to help with funding for this program. The City's receipt of federal ARPA funds made it possible to provide this one-time support to the Program and allowed for the District and TOGETHER! to assess a long-term funding plan.

3) Policy Support:

Strategic Priorities and Goals 2021 – 2026

Build a Community Recognized for Quality, Compassion and Humanity

- Work with government, non-profit, and private partners to develop and implement a performance based plan for affordable housing and to address homelessness.
-

4) Alternatives:

This presentation is for informational purposes only.

5) Fiscal Notes:

This was a one-time contract using the General Fund resources that originated from the ARPA funds designated for the LOTT House purchase. The total not-to-exceed amount of the agreement was \$100,000.

6) Attachments:

A. TOGETHER! Tumwater Community Schools 2022-2023 School Year Report

Tumwater Community Schools

2022-2023 School-Year Report
September 2022 – June 2023 (10 months)

Dashboard

Indicator	Outcome
Case Managed Students/Families *Daily/weekly connection *Defined as a relationship, not one time connection	237 Youth & Their Families
Resource Referrals	276 Total Referrals Made Detail: 32 to McKinney-Vento Liaison 30 to Weekend Food Bags 27 to Family Support Center 16 to Thurston County Food Bank 14 to Community Action Council 11 to SeaMar 11 to Kid's Closet 10 to Thurston County Furniture Bank 8 to Northwest Justice Project 7 to Catholic Community Services, WISE Program 7 to CIELO 6 to Family Education & Support Services (FESS) 6 to SafePlace Olympia 4 to Thurston County Housing Authority
Cash Funding Leveraged by TOGETHER! in grants & donations	TOTAL: \$231,043 Detail: \$16,778 Golf Tournament fundraiser Net Event Proceeds \$20,029 City of Tumwater rental assistance \$791 Miscellaneous Individual Donations \$5,000 Diversity Equity & Inclusion Anon Funder \$13,386 Thurston County PHHS Grants \$10,000 Help Us Move In-Utilities and Rental Assistance \$8,977 Community Foundation of South Puget Sound \$5,000 MultiCare Foundation \$125,000 Discuren Foundation \$4417 SWIFT Fund & Tumwater HS TPO \$3,000 Twinstar Foundation Client Assistance \$11,665 Thurston Co PHHS Grants

	<p>\$10,000 Chehalis Tribe General Operating</p> <p>\$182,000 Tumwater School District Community Schools</p>
Holiday Food & Gift Assistance	<p>Total served 1,053 students & their family members</p> <p><i>Compare to 748 students & family members in 2022</i></p> <p>198 Turkey Baskets & 20 Denny's Gift Cards distributed between 13 District schools. Partner: 4 the Love Foundation</p> <p>24 Holiday Ham meals donated by Cabela's & Lakeside Industries.</p>
In-Kind Leveraged	<p>Total: \$27,553.95</p> <p><i>Compare to \$12k school-year 2021-2022</i></p> <p>Examples of donations include:</p> <p>Hotel Stays</p> <p>School supplies</p> <p>6,000 Cliff Bars</p> <p>Athletic apparel, gear, and cleats</p> <p>Clothes & underwear</p> <p>Luggage, toiletries & hygiene products</p> <p>Artificial Christmas tree & other holiday items</p> <p>Food & snacks</p> <p>Donors: Community Members, Old Navy, Sally's Angels, Pioneer Builders Supply, NW Home & Realty, THS Renaissance class, Capital Business Machines, Olympia SD, 4theLove Foundation, Tumwater MS Principal Funds, Tumwater Valley Golf Course, Fishanthropists, Thurston County Boys&Girls Club, Domino's Pizza, FIRST Spouse Mentorship Program, Olympia Furniture Company, National Guard, Boy Scout Troop 266</p>
Support Provided with Client Service Funding (HUMI, City of Tumwater, Thurston Co PHHS, Community Donations)	<p>\$110,502 Total Paid out to Families</p> <p>(September 2022 – June 2023)</p> <p><i>Compare to \$65k school-year 2021-2022</i></p> <p>190 Families Served</p> <p>Rent, mortgage, utilities, car repairs, court fees, hotel stays</p>

Staff Members:

Sierra Abrams – 1.0 FTE Community Schools Director

Courtney Prothero – 0.8 FTE Community Schools Manager (MTS, TMS)

Diana Perez – 1.0 FTE Community Schools Manager (PGS, EOE)

Paulette Perez – 1.0 FTE Community Schools Manager (BHHS)

Stephanie Lopez – 1.0 FTE Community Schools Manager (THS)

Vanessa Hurst – 1.0 FTE Community Schools Manager (CHS)

Services Provided:

- Case Management
- Referrals to Community Resources
- Eviction Prevention & Move-In Support
- Community Partnership Building
- Bill/utility payments
- School Resource Centers
- Connection to food supports
- Grant writing to support additional programming for youth

Key Accomplishments:

- Distributed **198** Turkey Baskets to all **13** Tumwater Schools
- Successfully implemented new case management software **Apricot** to better track program outcomes
- Served **81 students** at our **Back to Basics: Sports Physicals event**, in partnership with Providence Medical Group

Key Partners:

- City of Tumwater Eviction Prevention Funding
- Help Us Move In Foundation (HUMI)
- Thurston County Human Services Fund
- All Kids Win Food Bags
- Olympia Firefighters Foundation
- 4 the Love Foundation

Stories of Service School-Year 2022-2023

Getting to the Finish Line (Cascadia High School): While students come to Cascadia for a variety of reasons; one thing nearly all students have in common is seeking out a sense of belonging, which can be a difficult thing for some at the larger, comprehensive high schools. If a student is already falling behind, Community Schools Manager Vanessa Hurst can see the discouragement when they realize that they will not graduate "on time" due to circumstances beyond their control. Financial issues, transportation issues for families both below and above the poverty line, mental health hurdles – the list goes on.

Cascadia had its largest graduating class this year, 2023. **For several of those graduates, TOGETHER! made an incredible difference in their trajectory for the academic year.**

One student, upbeat and hardworking, had accepted that she would not be finishing high school on time and was slated to finish at least 6-9 months later. As the oldest daughter of five, she helped her family care for her younger siblings which often meant she missed a lot of school. This resulted in her losing several credit hours at Tumwater High School; she enrolled at Cascadia due to the flexible schedule that could accommodate the care she provided for her family. **With the help of TOGETHER!, her family was able to access additional resources such as utility assistance,**

weekend food bags and gas/grocery cards which alleviated the financial burden of her mom. Additionally, through **mentorship, guidance, and daily check-ins, Vanessa was able to encourage her to use the extra time she now had to take Edmentum classes & apply to graduate** – which she did! She was able to finish all her credits with excellence, get honorably mentioned in student of the year for her medical assistant program at New Market and GRADUATE! TOGETHER! helped facilitate the payment of her cap and gown and other graduation costs that were inaccessible. During the graduation ceremony, the student's short biography and thank you was read by principal Jody Halterman. **She thanked her family, teachers, Vanessa, and the Community Schools program for helping her graduate.**

There was another student who named our program and Vanessa in their graduation thank you. They were referred to the CRC by Joy Lower, the counselor, regarding ongoing attendance issues stemming from transportation & social anxiety. At 19 years old, they were already a year passed their original



graduation and had confided in Ms. Lower that they were ready to give up due to the burden getting to school had caused. Living in rural Tenino, with unreliable internet access, having no driver's license or car – they often felt up against the wall with no solutions, and they were prepared to find work and put school on the back burner.

Vanessa was able to begin to alleviate some of these issues by first getting the student access to driving by **using client assistance funds to help pay for them to get their first driver's license** – the cost had been incredibly prohibitive. Next, gas cards were provided to the student and their family to assist in getting to & from school for the remainder of the academic year. This resulted in the student being able to work closely with their teachers, utilize Edmentum and quickly regain credits. The internet issues were temporarily alleviated by advocating to the district that the family needed more than one hotspot. While this did not completely solve the issues, Vanessa helped the family work with Comcast to get hard-wired internet at their home. This proved to be a very costly and strenuous project due to the rural location of their home – BUT Vanessa was able to negotiate with Comcast to bring the cost down from a nearly \$6,000 quote to \$800. The family was able to work out a payment plan and **after YEARS of the back and forth with Comcast, they finally had internet.**

All of this resulted in both the student and their younger brother, also a Cascadia student, to have regular attendance at school and for both to catch up academically – something they thought was impossible. **The student checked-in with Vanessa several times a week and between the advocacy, client assistance, mentorship, snacks, and a safe space – they felt compelled enough to mention our program and Vanessa in depth during their graduation thank-you.**

A New Car (THE/TMS/BHHS): Community Schools Manager Courtney Prothero had been working with this client and her children for two years. The family has been dealing with severe auto repair issues that has caused stress and worry as their car wasn't safe to drive. **TOGETHER!, 4 The Love Foundation, and Olympia Motors have all contributed to help them with auto repair costs.** One of the children has serious medical issues and they need to drive to Seattle Childrens regularly.



A teacher at Tumwater Hill Elementary remembered that Courtney had asked staff to let her know if any staff have a low-cost vehicle to sell to this family. This teacher contacted the school counselor and Courtney to say that she bought a new car and **asked if she could donate her old vehicle to a family in need.** The family and Courtney met with the teacher at the licensing building and completed the title and licensing paperwork. **TOGETHER! paid the fees and the teacher filled the vehicle with a full tank of gas for them to drive it home.** They are so excited and happy to have a safe, reliable vehicle.

(Pictured is the family driving away in their new car!)

Housing Justice (Peter G. Schmidt Elementary): A Peter G. Schmidt family who lost housing in early March was charged with a move out bill of \$5,000. Community Schools Manager Diana Perez knew this was odd (and unfair) that after living there for so long, they would be held responsible for normal wear and tear repairs. Diana connected the PGS parent to Carrie Graf at **NW Justice Project** to gain legal advice regarding the charges. Carrie represented and advocated for this parent to get all charges dropped, receive a neutral rental reference, and **\$6,000 in compensation.** The property management company agreed to the settlement and the PGS family received their compensation which will be life changing as the family searches for their next home! With partnerships like NW Justice Project, we collaborate to provide the information and tools to our community so they may advocate for themselves and create just ways to find stable housing.

Winning Shoes (Black Hills High School): Paulette Perez meets students every day who come into her office first for water or a snack, often brought along by their friends, who then begin to open up over time. One such student was shy at first, but visited her regularly, and eventually expressed that he was brave enough to ask for support. He asked for a pair of sport shoes because he was going to be participating in a state competition and his shoes were broken and it had become painful for him to practice. **Paulette purchased the shoes using TOGETHER! client assistance funds and connected with the student's coach.** After the competition he came to Paulette's office to tell her that he had won! He shared that he didn't feel he could have done it without her support for his new shoes.

A Safe Person (Tumwater High School): Data reveals youth with a trusted adult in their lives (a key protective factor) report significantly fewer mental health related concerns and that having **meaningful connections to trusted adults is critical for positive youth development** (Youth.gov). This year at Tumwater High School, one huge accomplishment has been about relationships and connection. Stephanie Lopez creates strong bonds with students each year, and this year was extra special. She has been told she is a **safe space to students**, building trust and strong relationships where the students share with her the big issues they are going through. They value the input she provides, the support she's able to give, and the meaningful connection of having someone who listens and cares.

TO: City Council
 FROM: Austin Ramirez, Economic Development Program Manager
 DATE: October 24, 2023
 SUBJECT: 2024 Draft Legislative Agenda

1) Recommended Action:

Discuss and provide input on the City's draft 2024 Legislative Agenda.

2) Background:

The City annually adopts a Legislative Agenda to guide the City's policy and funding requests for the State Legislature. The Agenda is developed by reviewing the City's adopted plans, trending issues at the Legislature, emergent policy issues, Association of Washington Cities (AWC) legislative issues, and regional legislative initiatives. The Agenda both guides City requests for Legislative action but also assists staff in knowing how to respond to requests of the City's position on policy issues. The AWC Legislative info is available at: <https://wacities.org/advocacy/City-Legislative-Priorities>.

Several key items will also be included under the Thurston Shared Legislative Agenda Partnership, however, that will be completed later in the year. The Partnership works to advance regional priorities for the upcoming State Legislative session. These priorities, when approved, will provide multiple and broad benefits to the entire region due to the significant scope and impact across and between entities.

3) Policy Support:

Strategic Priority: "Pursue Targeted Community Development Opportunities" –

- Facilitate Brewery Redevelopment
- Facilitate Capitol Boulevard Corridor Redevelopment

Strategic Priority: "Build a Community Recognized for Quality, Compassion and Humanity"-

- Work with government, non-profit, and private partners to develop and implement a performance-based plan for affordable housing and to address homelessness.

Strategic Priority: "Create and Maintain a Transportation system Safe for All Modes of Travel"

- Design and build the E Street Connection

Strategic Priority: "Be a Leader in Environmental Sustainability"

- Bush Prairie HCP Carbon Sequestration
-

4) Alternatives:

- ☐ Do not adopt a Legislative Agenda
 - ☐ Make changes to the proposal
-

5) Fiscal Notes:

There is no specific cost to the Legislative Agenda, although specific projects may have costs reflected in various City plans and budgets.

6) Attachments:

- A. Draft 2024 Legislative Agenda
- B. AWC 2024 Legislative Priorities

City of Tumwater Legislative Agenda

Bush Prairie Carbon Sequestration

\$2 million

The City of Tumwater and the Port of Olympia are working to acquire mitigation land for the Mazama Pocket Gopher to support successful implementation of the Bush Prairie Habitat Conservation Plan (HCP). In addition to offsetting the impacts of development on gopher habitat, research shows that prairies perform significant sequestration by storing carbon in deep fibrous root systems. Because the carbon is stored in the soil, this also makes prairies a more resilient form of carbon sequestration, as they do not release carbon into the atmosphere when burned (as would occur with carbon sequestered in trees). The city anticipates it will need to purchase and preserve approximately 1,500 acres of prairie habitat over the next 30 years to offset projected development impacts. The Thurston Regional Planning Council (TRPC) estimates this acreage will sequester approximately 2,100 MTCO₂e/year (metric tons of carbon dioxide equivalent per year). It is estimated that an investment of \$2 million will enable the City of Tumwater to purchase 20 to 30 acres of prairie habitat. It is critical that the City and Port demonstrate a commitment to obtaining and preserving gopher habitat as soon as possible to support adoption and implementation of the HCP.

The State's Climate Commitment Act (CCA) established multiple accounts to house cap-and-invest auction proceeds until they are appropriated for specific projects by the Legislature. The auctions have generated approximately \$1.5 billion in the first year, far exceeding any projections. The City of Tumwater is requesting funds from the CCA's Natural Climate Solutions Account, which focuses on projects that protect fish and wildlife habitats, including those that preserve or establish carbon sequestration in forests and agricultural soils.

E Street Connection Engineering and Permitting **\$6.6 million**

The City of Tumwater plans to build a connection from Capitol Boulevard to Cleveland Avenue (Yelm Highway) at E Street to alleviate congestion near the brewery, provide access over the railroad tracks to the brewery warehouse, and provide an alternate route for through traffic. It is estimated that 80% of daily drivers on Capitol Boulevard start and end their trips in other cities. The conceptual design for the E Street Connection is complete and pending public input. The relocation of Tumwater Valley Drive from the E Street intersection is under construction in conjunction with the Craft District development. This is an ideal project for major funding from a State or Federal program. Engineering and the initial permitting cost is \$3.4 million, the right-of-way is estimated at \$3.2 million, and the total project cost is estimated at \$54.2 million. The City is seeking funding for design, engineering, initial permitting, and right-of-way acquisition. Additional information at

www.ci.tumwater.wa.us/estreet

Tumwater Boulevard/I-5 Interchange**\$5 million**

The Tumwater Boulevard/I-5 Interchange serves the Port of Olympia Airport, the New Market Industrial Campus, numerous State agencies, several thousand housing units in the pipeline for construction in the next few years, and a growing retail base. This request is to support the City and new development—public, private-retail, private-industrial, and residential—in adding the first of two roundabouts at either end of the interchange. The improvements are needed to reduce congestion, facilitate freight movement, to avoid back-ups onto I-5 at peak hours, to improve safety, to allow and promote economic development, and to support significant additional housing. The entire project is \$15 million, with the other funds coming from development and the City.

WSDOT Regional Offices Redevelopment**\$2.8 million**

In 2020, the State Department of Transportation vacated the Olympic Region offices located at 5720 Capitol Blvd SE, Tumwater, WA 98501. The 10-acre site was identified as the keystone to the city's Capitol Boulevard Corridor Plan. It would create opportunities to provide affordable and market-rate housing, retail, public, and potentially historic preservation.

The City and WSDOT are currently in discussions to jointly perform due diligence on the site. If the parties move forward with a purchase and sale agreement, the City of Tumwater is asking the Legislature to make the State Department of Transportation whole for them to transfer the property to the City. The vision is for one-third of the property to be available for affordable housing, one-third available for market-rate housing, and the remainder would be for commercial and public uses. Although the City would initially hold the property, it would seek one or more private sector partners to develop it. The City is particularly interested in ensuring this property develops and does not sit vacant and blighted.

Shared Legislative Agenda

The Shared Legislative Agenda Partners will be convening later this month. The list of regional legislative priorities will be finalized later in the year as participating agencies submit their proposals.

Policy & Statewide Issues**1% Property Tax Cap**

The City property tax revenue growth is capped at 1% under a voter-approved initiative. The only exceptions are new construction, annexations, and levy lid lifts. Recent record inflation is

significantly impacting City services, now and in the future. The City supports indexing the cap to an inflation index.

Extension of Transportation Benefit Districts

Current law allows a Transportation Benefit District (TBD) to be renewed only once after its initial 10-year term. The City's TBD has been vital in stabilizing the overall City budget and dramatically improving road quality and safety. The first term will expire in 2025, and making allowances for long-term planning and funding of transportation infrastructure is essential. We suggest that there is no limit to the number of renewals of a TBD.

Association of Washington Cities Priorities

The Association of Washington Cities is bringing forward four priorities. Detailed information and fact sheets are available at <https://wacities.org/advocacy/City-Legislative-Priorities>.

1. **Help recruit and retain police officers for public safety.** Provide additional funding tools and resources for officer recruitment and retention to improve public safety. This includes updating the existing local option Public Safety Sales Tax to allow implementation by councilmanic authority and greater flexibility for using the funds to cover increased officer wages and related programs like behavioral health co-response teams.
2. **Revise the arbitrary 1% property tax cap** that has been in place for more than 20 years. Tie the tax to inflation and population growth factors with a new cap not to exceed 3%. This allows local elected officials to adjust the local property tax rate to better serve our communities and keep up with the costs of providing basic services like police, fire, streets, and valued community amenities like parks. The current 1% cap has created a structural deficit in cities' revenue and expenditure model, causing reliance on regressive revenues and artificially restricting the ability of property taxes to fund critical community needs.
3. **Continue strong state investments in infrastructure funding** to support operations and maintenance of traditional and non-traditional infrastructure like drinking water, wastewater, and broadband. Expand funding options that support state and local transportation needs with emphasis on preservation and maintenance to prevent expensive replacement and repairs. Improve access to Climate Commitment Act funding, including direct distributions, for city priorities that support carbon reduction and climate resiliency.
4. **Provide behavioral health resources.** Create greater access to behavioral health services to include substance use disorder treatment and dual diagnosis treatment facilities. Support continued state funding for cities to help communities establish alternative response programs like co-responder programs, diversion programs, and others that provide options beyond law enforcement to assist individuals experiencing behavioral health challenges.

Adopted:

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2024 City Legislative Priorities

Strong cities make a great state. Cities are home to 65% of Washington's residents, drive the state's economy, and provide the most accessible form of government. Cities' success depends on adequate resources and local decision-making authority to best meet the needs of our residents.

Washington's 281 cities ask the Legislature to partner with us and act on the following priorities:



Help recruit and retain police officers for public safety

Provide additional funding tools and resources for officer recruitment and retention to improve public safety. This includes updating the existing local option Public Safety Sales Tax to allow implementation by councilmanic authority and greater flexibility for using the funds to cover increased officer wages and related programs like behavioral health co-response teams.

Expand access to state-mandated training. In particular, continue increasing the number of classes for the Basic Law Enforcement Academy (BLEA) and expanding the new regional academies. Getting new officers on the street faster supports recruitment and retention, thus improving public safety outcomes in our communities.



Revise the arbitrary property tax cap

Revise the arbitrary 1% property tax cap that has been in place for more than 20 years. Tie the tax to inflation and population growth factors with a new cap not to exceed 3%. This allows local elected officials to adjust the local property tax rate to better serve our communities and keep up with the costs of providing basic services like police, fire, streets, and valued community amenities like parks. The current 1% cap has created a structural deficit in cities' revenue and expenditure model, causing reliance on regressive revenues and artificially restricting the ability of property taxes to fund critical community needs.



Continue investing in infrastructure

Continue strong state investments in infrastructure funding to support operations and maintenance of traditional and non-traditional infrastructure like drinking water, wastewater, and broadband. Expand funding options that support state and local transportation needs with emphasis on preservation and maintenance to prevent expensive replacement and repairs. Improve access to Climate Commitment Act funding, including direct distributions, for city priorities that support carbon reduction and climate resiliency.



Provide behavioral health resources

Create greater access to behavioral health services to include substance use disorder treatment and dual diagnosis treatment facilities. Support continued state funding for cities to help communities establish alternative response programs like co-responder programs, diversion programs, and others that provide options beyond law enforcement to assist individuals experiencing behavioral health challenges.

AWC's advocacy is guided by these core principles from our Statement of Policy:

- Local decision-making authority
- Fiscal flexibility and sustainability
- Equal standing for cities
- Diversity, equity, and inclusion
- Strong Washington state partnerships
- Nonpartisan analysis and decision-making

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