



# **Comprehensive Plan for Growth Management**

and

## **Joint Comprehensive Plan with Thurston County**

*For Growth Management in the  
Rainier Urban Growth Area*

**Adopted - November 9, 2004**

**Amended - May 22, 2007 by Ordinance #548**

**The 2004 Rainier Comprehensive Plan was prepared through the dedicated efforts of many individuals:**

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**The 2007 Rainier Comprehensive Plan amendment was prepared through the dedicated efforts of many individuals**

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## **CHAPTER I: INTRODUCTION AND BACKGROUND**

### **A. PURPOSE OF THE COMPREHENSIVE PLAN**

This Comprehensive Plan for the City of Rainier and its urban growth area actually combines two plans into one. First, for areas within the current city limits of Rainier, this plan presents data and articulates policies designed to help the city adapt to change and to accommodate growth that is expected to occur in the next twenty years. These "Rainier plan policies" apply to, and will only be adopted by, the City of Rainier itself. Secondly, this plan addresses lands within Rainier's urban growth area; lands outside the current city limits that have been identified jointly by the city and county for future annexation into the city. Working cooperatively, the City of Rainier and Thurston County have identified goals and policy statements that will apply to lands outside the current city limits but within the urban growth area. These "joint plan policies" are identified with an asterisk (\*) throughout this document and will be adopted jointly by Thurston County and the City of Rainier. Parts F, G, and H of this chapter detail the relationship of this plan to other documents, including the county-wide planning policies and the Thurston County Comprehensive Plan.

The combined plan has three major purposes: 1) it is a catalog of existing conditions within the City of Rainier and its urban growth area; 2) it provides goals and policies as official direction for Rainier and Thurston County; and, 3) it specifies actions to accomplish those goals. The analyses of existing conditions, issues, facilities, population projections, and other factors within this plan will aid the city in its long-term planning efforts and will help to coordinate these efforts with the plans of other nearby jurisdictions, especially Thurston County. Such coordinated planning will enable more efficient use of public funds and human resources.

The establishment of a clear direction for future development ensures that new development meets city standards and is compatible with municipal utility systems. The plan acknowledges Rainier's rural identity and attempts to ensure that identity will survive and continue to be Rainier's focal point.

The plan is also intended to notify citizens, the development community, builders, and other government agencies of where the city is going in the future. It seeks to establish a clear intent and policy base which can be used to develop and interpret municipal regulations.

This document should also help Rainier in its attempts to secure funding for development and improvement projects from outside sources by presenting a clear picture of existing conditions, needs, and goals and by detailing how individual projects fit into and support Rainier's overall vision for its future.

## **B. AUTHORITY TO PREPARE AND IMPLEMENT THE PLAN**

The Comprehensive Plan is fundamentally a policy document; the primary regulatory tools the city has to implement these policies are the zoning and subdivision ordinances.

The Comprehensive Plan is a legally-recognized document which provides the framework for making land use and other planning decisions. It is adopted under the authority of RCW 35A.63 and RCW 35.63. This Act provides authority for decisions and procedures which guide and regulate physical development. Additional authority and guidance for the Comprehensive Plan is derived from the Growth Management Act (GMA).<sup>1</sup>

In the 1980's, unprecedented population growth and suburban sprawl, especially in western Washington, threatened the state's forest and agricultural lands, critical wetlands, and wildlife habitat areas. Traffic congestion and air pollution had become major problems, and many sources of drinking water were at risk of becoming polluted. The Washington State Legislature responded to these trends and provided impetus for updating Rainier's Comprehensive Plan by enacting the GMA in 1990.

GMA requires Washington's fastest growing counties, and the cities and towns within them, to plan extensively in accordance with the following goals:

- **Urban Growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- **Sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- **Transportation.** Encourage efficient multimodal transportation systems that are based on regional priorities and are coordinated with county and town comprehensive plans.
- **Housing.** Encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- **Economic Development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promotes economic opportunity for all citizens of the state, especially for unemployed and disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

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<sup>1</sup> RCW 36.70A.

- **Property Rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- **Permits.** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
- **Natural Resource Industries.** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
- **Open Space and Recreation.** Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.
- **Environment.** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- **Citizen Participation and Coordination.** Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- **Public Facilities and Services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time of occupancy and use without decreasing current service levels below locally established minimum standards.
- **Historic Preservation.** Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.<sup>2</sup>

## C. HISTORY OF PLAN DEVELOPMENT

### 1. PLANNING PROCESS

Traditionally, comprehensive planning has been a process by which a community seeks to understand itself, its needs, its problems, and its potential, as well as the forces which will shape it for the next twenty years. On the basis of this understanding, the community prepares a plan containing its vision for the future. The development of this comprehensive plan culminated this process, stating the city's goals and policies. The goals and policies stated in this plan will be used to guide decisions in the future.

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<sup>2</sup> *The Growth Management Act: An Overview*; Washington State Department of Community, Trade, and Economic Development, Growth Management Division.

Washington's 1990 Growth Management Act called for a deeper level of analysis than what had typically been used in the comprehensive planning process. The legislature recognized that uncoordinated and unplanned growth poses a threat to the environment, sustainable economic development, and the health, safety and high quality of life enjoyed by Washington residents. In light of this, the GMA requires cities and towns within certain counties, including Thurston County, to adopt comprehensive plans which that comply with new state requirements.

The comprehensive planning process in Rainier reflects the goals of the GMA, with emphasis given to the unique planning needs of this small, but rapidly growing community. The planning process consisted of a three-step work program.

The process began in late August 1992, when planning consultants and city staff held a public workshop to identify the community's vision for the future and the issues which they felt should be addressed. Issues of importance to city residents had previously been identified in *Rainier Community Planning Project: Building Citizen Participation within the Growth Management Act*, a project conducted in the spring of 1991 by students of The Evergreen State College. Results of the student planning study and public workshop have been used to guide development of all elements of the comprehensive plan.

In the second phase, planning consultant staff conducted studies to facilitate the preparation of a draft of the plan elements. These studies were reviewed by Rainier's Community Development Department and City Council in order to ensure relevance of the studies to the concerns of the town's officials. The draft elements were developed to identify and evaluate alternative scenarios for Rainier's future for consideration by the city's officials and residents.

As the elements were being completed, staff developed the goals and policies which would provide guidance in implementing the elements of the comprehensive plan. Draft goals and policies were developed jointly at public meetings through an analysis of the information and issues obtained regarding the community and its vision. Public comment on the plan elements and goal and policy statements was also solicited through a series of public workshops. The primary purpose of the workshops was to provide input to the planning process and to ensure that the planning consultants and city officials had a good understanding of citizen views in the establishment of the goals and policies of the plan.

In 2004 the comprehensive plan was updated as a part of a schedule of "periodic reviews" of the Plan required by the Growth Management Act, RCW 36.70A.130. The goal of the 2004 update was to ensure that the City is in compliance with GMA, including requirements of GMA which have changed since the time of the original adoption of the plan. The 2004 update also provides information which



makes it clear that the city can accommodate projected growth in population and employment over the next 20 years. During the course of this review, the City found that the goals and policies adopted in the 1995 Comprehensive Plan still serve the City well, and left those goals and policies largely intact.

## 2. **PLANNING AREA**

The GMA states that each county planning under the Act shall designate an urban growth area (UGA) or areas within which urban growth shall be encouraged. Thus, the *study area* considered in this comprehensive plan includes all of the land within the corporate limits of Rainier as well as all of the land within the city's urban growth boundary. However, some of the joint plan text, goals, and policies apply only within the unincorporated UGA.

According to the GMA, the urban growth area should be located first in areas already characterized by urban growth and services, and second in areas already characterized by urban growth and that will be served by a combination of existing and new public facilities and services. The size of the UGA is based on the county-wide population forecast made by the state Office of Financial Management (OFM), population forecasts by jurisdiction made by the Thurston Regional Planning Council, current local growth rates, and projected land need.

## D. **HISTORY OF RAINIER**

Albert and Maria Gehrke were among the first settlers to the area of Rainier, homesteading there in 1890. In 1891 George Ellsbury of Binghamton, New York, platted the town site. In 1906, the Bob White Lumber Mill opened and brought with it prosperous times and growth in the town. Later, Linstrom and Handforth Lumber located there along with the DesChutes Lumber Company, Gruber and Docherty, and Fir Tree Lumber. The town was served by both the Milwaukee and Northern Pacific Railroads. A series of devastating fires in the late 1920's and 1930's destroyed several mills and town buildings. Many residents later worked for Weyerhaeuser Lumber in Vail. The town was incorporated in 1948 and became non-charter Code City in 2002. Rainier is growing rapidly as a suburban rural community.

## E. **RAINIER'S VISION FOR THE FUTURE**

As part of the planning process, a vision for Rainier was developed through workshops involving the town's citizens. The 1991 Evergreen State College survey of Rainier area residents also contributed to the vision's development. The vision that was developed for Rainier served as a framework for the 1995 comprehensive plan and for its implementing goals and policies. As noted above, at the time of the 2004 Comprehensive Plan update, the City determined to leave the 1995 Comprehensive Plan goals and policies largely intact, believing they continue to be an accurate expression of the City's vision for its future.

## 1. VISION STATEMENT

*The City of Rainier is a close-knit community brought together by a love for its rural atmosphere and slow pace. Residents enjoy the small town setting and can find a variety of opportunities for housing, employment, and commercial activity. The community exhibits self-reliance and residents take pride in their City.*

## 2. PRIORITY GOALS IN RAINIER'S PLANNING PROCESS

These goals for the City of Rainier represent overall priorities for the planning efforts set forth in this plan. More specific goals, policies, and action items designed to help the town achieve these and other goals are detailed in the following four chapters. The asterisks (\*) below denote that these goals are adopted jointly by the City of Rainier and Thurston County, and apply within the unincorporated urban growth area.

**\*Goal I-1: Encourage planned growth while maintaining Rainier's rural atmosphere, history, and small town setting.**

**\*Goal I-2: Develop and adopt a pedestrian-oriented theme for Rainier that is appropriate for the community and that assists in attracting the types of economic activities which best meet community needs and desires.**

**\*Goal I-3: Increase employment opportunities.**

**\*Goal I-4: Protect critical environmental resources, especially aquifer recharge areas.**

**\*Goal I-5: Provide a variety of housing choices for all residents, and strive to meet market demands of the area.**

**\*Goal I-6: Encourage public transportation to meet the needs of Rainier's residents, including public transportation to the Olympia/Tumwater/Lacey area.**

**\*Goal I-7: Preserve important open spaces within the UGA.**

**\*Policy I-7.1:** Explore options with Thurston County for use of State School Lands as a future regional park.

**Goal I-8: Pursue funding opportunities for construction of an alternative method of sewage disposal.**

### 3. **A LONG-TERM VISION FOR RAINIER**

As more people discover Rainier's friendly rural character, accessibility to the Olympia and Tacoma urban areas and to Fort Lewis, and accessibility to recreational opportunities nearby, the City of Rainier will grow. The city has accepted that change will occur, but has consciously decided to plan ahead in order to maintain the character and quality of life that make Rainier so unique.

The long-term plans described below generally enumerate the most important aspects of Rainier's vision for the future. Some of these plans may not be fully implemented during the 6-year planning period detailed in the capital facilities element, and some may not be fully implemented during the 20-year planning period upon which this Comprehensive Plan is based. However, it is important that these long-term plans are made known to developers, residents, merchants, and the community at large.

#### **a. Rainier's Downtown**

Thurston County has recently acquired the entire length of a Burlington Northern Railroad rail right-of-way (ROW) from Tenino to Yelm. This ROW runs through Rainier between SR 507, the city's major thoroughfare, and Rochester Street. Thurston County has developed the ROW into a south Thurston County trail system that links parks and rural areas to Rainier, Tenino, and Yelm. The city envisions eventual development of a pedestrian-oriented commercial core on both sides of this ROW. Adoption of a western theme for development within this commercial core has been considered.

An important component of this vision is the conversion of SR 507 and Rochester Street, which are now undivided two-lane roads, into a system of one-way couplets as described in the transportation element. These couplets would direct traffic from SR 507 to either side of the commercial core, and would be able to handle high volumes of traffic.

Several changes to public buildings are envisioned. The city plans to expand the city hall in the near future in order to better accommodate larger audiences. The city's Public Works Department was moved from its location downtown to a new site near the town's water reservoir (at the north end of Minnesota Street) in 1996.

#### **b. Rainier's Unincorporated Urban Growth Area**

Unincorporated lands comprising Rainier's urban growth area (UGA) will be characterized by a combination of medium-density residential and commercial land uses and trails/open space. Until annexation, the overall density in the UGA is one unit per five acres. Once lands are annexed from the UGA, all new residential development will be built in such a way that medium densities (four units per acre) will be possible in the future. Clustering of new development in the UGA will be encouraged to ensure future open space. A

new commercial area will be located to the southeast of SR 507 just east of current town limits.

**c. Sewage Treatment, Growth, and Economic Development**

Development of sewage treatment capabilities is vital if Rainier is to experience prosperous commercial growth along with its anticipated population growth. The city has investigated, and will continue to investigate, all of its options for sewage treatment with the aim of implementing the least-polluting option that is within the city's means to financially support.

**F. RELATIONSHIP OF THE PLAN TO THE GROWTH MANAGEMENT ACT AND THURSTON COUNTY COUNTY-WIDE PLANNING POLICIES**

Growth management planning is a cooperative process which must occur between the county and cities and towns. Counties are regional governments within their boundaries, and cities and towns are primary providers of urban services within the designated urban growth areas. In order to effectively balance land use, infrastructure and finance throughout a region, the Growth Management Act requires that an overall vision for growth, plus general county-wide planning policies to implement this vision be established via a collaborative process between the county and town representatives. It is intended that the county-wide policies will serve as a framework for the development of each jurisdiction's comprehensive plan, ensuring consistency between city and county plans, and compliance with the requirements of the GMA.

At a minimum, the GMA requires the county-wide planning policies to address:

- Implementation of RCW 36.70A.110 (urban growth areas);
- Promotion of contiguous and orderly development and provision of urban services;
- Siting of public capital facilities;
- Transportation facilities and strategies;
- Affordable housing;
- Joint county and city planning within urban growth areas;
- County-wide economic development and employment; and,
- Analysis of fiscal impact.

Based on GMA requirements, Thurston County has organized its county-wide policies into the following chapters:

- Urban Growth Areas
- Promotion of Contiguous and Orderly Development and Provision of Urban Services
- Joint County and City Planning Within Urban Growth Areas
- Siting County-wide and Statewide Public Capital Facilities
- Analysis of Fiscal Impact

- Economic Development and Employment
- Affordable Housing
- Transportation
- Environmental Quality
- Establishment of Future Policies

As they stand now, each chapter consists of a general framework policy which establishes the overall direction for the more specific topics and associated policies within the chapter. Thurston County's County-wide Planning Policies can be found in Appendix A. The City of Rainier has taken these policies into consideration in the development of this Comprehensive Plan.

#### **G. RELATIONSHIP OF THE COMPREHENSIVE PLAN TO THE THURSTON COUNTY COMPREHENSIVE PLAN**

This plan presents text, maps, goals, policies, and actions in the four chapters that follow. Most of these plan provisions apply within the incorporated City of Rainier alone, while others affect unincorporated areas within Rainier's urban growth boundary. The City of Rainier will thus adopt this entire plan, including all text, maps, goals, policies, and actions. Thurston County will adopt all text in chapters I, II, IV, and V, and selected goals, policies, actions, and maps in all five chapters that apply to unincorporated areas within Rainier's urban growth boundary. These joint plan provisions are denoted with an asterisk (\*). Both the City of Rainier and Thurston County will adopt this chapter (Chapter I).

The Thurston County Comprehensive Plan has additional policies that apply to all unincorporated areas throughout the county, including the unincorporated areas within Rainier's urban growth boundary. County policies will apply in these areas except where they conflict with policies in this plan. Where they conflict, the policies in this plan will apply.

In some cases, policies in this plan are consistent with, but are more specific than, other policies expressed in the Thurston County Comprehensive Plan. In these cases, all relevant policies will apply.

#### **H. COMPREHENSIVE PLAN AMENDMENT PROCESS**

Because this Comprehensive Plan is adopted in its entirety by the City of Rainier, and in part by Thurston County, different processes for amending the plan must be followed depending on the nature of the proposed amendment. For proposed amendments to plan text, maps, goals, policies, and actions that would affect only the *incorporated* areas within Rainier's urban growth boundary, the City of Rainier alone would consider the proposed amendment. If an amendment affects unincorporated areas within the urban growth boundary the City will inform the county of the proposed amendment. The city's process for considering such amendments would

involve a public hearing and approval by the City Council, following recommendation from the City Community Development Department.

For proposed amendments to plan text, goals, policies, actions, and maps that would affect unincorporated areas within Rainier's urban growth boundary, including the specific goals, policies, actions, and maps identified throughout this plan for joint adoption by Thurston County, the city and county would each consider the proposed amendments. Thurston County will consider any amendments proposed by the city. Thurston County's process for considering such amendments would involve a public hearing and approval by the Board of County Commissioners, after recommendation by the County Planning Commission.

In accordance with RCW 36.70A.130, proposed amendments or revisions of this Comprehensive Plan will be considered by the City of Rainier and Thurston County no more frequently than once every year. All proposed amendments will be considered concurrently so that the cumulative effect of the various proposals can be ascertained. However, the city and county may adopt amendments or revisions to the Comprehensive Plan that conform with RCW 36.70A.130 when an emergency exists. The City of Rainier will submit copies of proposed amendments to the Comprehensive Plan to other affected jurisdictions and to the Washington State Department of Community, Trade, and Economic Development for review and comment at least 60 days prior to the intended date of adoption, and adopted actions will be submitted within 10 days of adoption, in accordance with state law.

After 5 years, the city will re-examine the plan to determine if any zoning changes or other land use changes need to be made within city limits to better accommodate population growth.

## **CHAPTER II - LAND USE AND GROWTH MANAGEMENT**

### **A. INTRODUCTION AND BACKGROUND**

This land use plan has been developed to inventory, analyze, and plan for land uses in the City of Rainier and its adjacent urban growth area (UGA). It represents Rainier's policy plan for accommodating growth over the next 20 years. The land use plan is a key element in implementing the Comprehensive Plan: it relates to all other plan elements and presents consistent goals and objectives which will guide adoption of development regulations.

The land use plan describes general characteristics of Rainier's population, the distribution of current land uses, and the availability of land to accommodate development. The plan analyzes the implications of population and development trends and translates this information into official city policy. In addition, the plan addresses protection of the aquifer and environment.

As with all other elements of the Comprehensive Plan, this element complies with the Washington State Growth Management Act and with the Thurston County County-wide Planning Policies. The land use plan is comprised of ten sections:

- Introduction and Background
- Issues Summary
- Population and Demographic Trends
- Population Forecasts
- Physical Description of the City of Rainier and Its UGA
- Existing Land Use and Development Pattern
- Projected Land Need
- Proposed Land Use for the City of Rainier and Its UGA
- Growth Plan
- Goals and Policies

### **1. MAJOR LAND USE CONSIDERATIONS**

The simple allocation of available land among competing uses is rarely the sole factor in the land use decision-making process, in Rainier and elsewhere. Even within the land use plan other variables significantly influence future land use patterns: population projections, wetlands and floodplains, agricultural and forest lands adjacent to Rainier, and the aquifer recharge areas underlying Rainier. These factors all influence the type and intensity of future development in Rainier. Planning for the type and intensity of development within and around Rainier will make good use of public funds, maximize economic benefit, and protect the environment and the quality of place that Rainier residents treasure.

In a 1991 Evergreen State College survey of Rainier area residents, 73 percent of those surveyed rated Rainier as either a wonderful or good place to live. When asked why they lived here, the majority of those surveyed indicated it was the "small city, rural feeling." Other major reasons for Rainier's attraction to its residents included the price of housing and land, and "to get away from the city." Many of the comments gathered during the survey, and the views expressed during the community forum designed to discuss the results of the survey, stated a concern for uncontrolled growth, as is occurring in Lacey or Yelm. In general, the results of the survey indicated a need for planned growth of business that will increase employment opportunities and provide services for which residents currently must travel elsewhere. It was also hoped that planning would help to ensure a variety of affordable housing choices for existing and future residents. However, there was concern that growth could result in negative impacts, such as traffic congestion, higher taxes, and pollution of groundwater supplies.

The intent of Rainier's Comprehensive Plan is to set forth a course for Rainier that will preserve the small city, rural character of Rainier while encouraging growth that is sensitive to the environment, protects groundwater and surface waters, and provides the services and employment base necessary for Rainier to continue to be a wonderful place to live.

Some of the major land use issues facing Rainier include:

- How can growth occur while at the same time maintaining the small city atmosphere?
- What steps should the city take to maintain an adequate water supply and protect underground water quality?
- How can the city center be improved and expanded to provide the services and atmosphere desired by the residents?
- How can the city continue to meet the current market demand for affordable housing in a small city atmosphere?
- What opportunities are there for the development of open space corridors within the city and urban growth area?

## **2. ECONOMIC BASE**

As Table 1 shows, state government is the major base of the Thurston County economy. In 2001 federal, state and local government combined provided a total of 40 percent of the employment in Thurston County.



In Rainier forestry once accounted for the bulk of employment in the city. However, as forestry industries have declined in recent years, residents have found more diversified job opportunities. Many residents now work at Fort Lewis or as state or county employees in the Olympia/Lacey/Tumwater area.

The Thurston Regional Planning Council 1999 Population and Employment Forecast estimated that employment in the City of Rainier provided approximately 240 jobs in 1998, and forecasts approximately 400 jobs in the city by the year 2025.

**Table 1: Average Monthly Covered Employment by Industry, Thurston County, 2001**

Industry Category	Average # of Employees Per Month	Percent of Total Employees
Ag., Forestry, Fishing	1,797	2.1%
Mining	57	0.1%
Construction	3,571	4.2%
Manufacturing	3,765	4.4%
Trans. & Public Utilities	2,232	2.6%
Wholesale & Retail Trade	16,702	19.6%
Finance, Ins., Real Estate	3,131	3.7%
Services	19,573	23.0%
Government	34,258	40.3%
<b>Total Employment</b>	<b>85,086</b>	<b>100.0%</b>

Source: Thurston Regional Planning Council 2003 Profile.

### **3. URBAN GROWTH AREA**

As shown in Table 2, in 2004 the City of Rainier's Urban Growth Area (UGA) comprised 383 acres surrounding the City of Rainier. The city itself is 1,041 acres. The UGA is currently zoned by the county at a one unit per five acre density.

**Table 2: Rainier Land Area, 2004**

	Land Area <sup>1</sup>	
	Acres	Square Miles
Rainier	1,041	1.6
Rainier UGA	383	0.6
<b>Total</b>	<b>1,424</b>	<b>2.2</b>

<sup>1</sup>Land area includes lakes and other land-locked water bodies.

Source: Thurston Regional Planning Council.

The following factors influence the size of the UGA:

**a. Likelihood of Development**

Based on the Population and Employment Forecast completed by the Thurston Regional Planning Council, and on the amount of buildable land estimated by the Thurston Regional Planning Council's "Buildable Lands Program", the city will monitor lands within the UGA which are likely to be developed within a twenty-year period in order to ensure that there is an adequate land supply for forecast growth in population and employment.

**b. Consideration of Nearby Critical Areas**

Rainier's UGA concentrates new development in areas with environmental characteristics that are most amenable to development. Development is channeled away from sensitive areas such as the Deschutes River, Inman, Gehrke, and McEnniery Lakes, wetlands to the north and east of current city limits, and most areas within the 100-year floodplain.

**c. Public Services and Infrastructure**

Developers in Rainier are required to install water lines and construct roads within and leading to new developments. Policies regarding new developments in the unincorporated UGA will include similar road construction requirements. As discussed in the capital facilities element, acceptable levels of service for fire and police protection in the city and UGA will be maintained.

**d. Quality of Place Considerations**

Rainier residents treasure the city's rural atmosphere and small-city feeling and recognize that future development has the potential to impact the character of the city itself. Rainier derives its character and appeal not only from its setting, but also from the way land is used in the area. Some Rainier residents want to be able to own horses and have open spaces in which to ride them. The city also wants to have enough space dedicated to commercial uses so that economic growth will occur.

**e. Citizen Preferences**

Residents have indicated that they want to maintain the rural atmosphere in and around Rainier.

**4. RELATIONSHIP OF THE LAND USE ELEMENT TO THE GMA AND THURSTON COUNTY COUNTY-WIDE PLANNING POLICIES**

**a. Growth Management Act Requirements**

RCW 36.70A.070 establishes requirements for completing a land use element.

The land use element must:

- (1) designate the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, public utilities, public facilities, and other land uses.
- (2) include population densities, building intensities, and estimates of future population growth.
- (3) provide for the protection of the quality and quantity of groundwater used for public water supplies.
- (4) where applicable, review drainage, flooding, and stormwater runoff in the area and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.

**b. County-wide Planning Policies**

In addition to meeting requirements of the GMA, the land use element should be consistent with the adopted Thurston County County-wide Planning Policies. The full text of these policies is included in Appendix A. The policies address land use through provisions on:

- (1) **Urban growth areas.** Policies 1.1-1.3 set forth criteria and a process for designating and amending growth area boundaries, and for establishing urban growth boundaries.
- (2) **Promotion of contiguous and orderly development and provision of urban services.** Policies 2.1-2.4 specify mechanisms for a) concentrating development in growth areas, b) coordinating urban services, planning, and standards, and c) providing capacity to accommodate planned growth. In addition, the policies require jurisdictions to cooperate on annexations in order to accomplish an orderly transfer of contiguous lands within growth areas into the adjoining cities.
- (3) **Joint county and city planning within urban growth areas.** Policies 3.1-3.4 set forth a process by which cities and the county will cooperate in preparing a joint plan for the city's growth area.
- (4) **Siting county-wide and statewide public capital facilities.** Policies 4.1-4.2 require each jurisdiction to establish a process for identifying and siting public capital facilities within their boundaries which have a potential for impact beyond jurisdictional boundaries.

## **5. RELATIONSHIP OF THE LAND USE ELEMENT TO THE THURSTON COUNTY COMPREHENSIVE PLAN**

Because this element addresses land use issues within the incorporated City of Rainier as well as unincorporated areas of Thurston County that are within the Rainier urban growth area, certain parts of this chapter were adopted by each jurisdiction. The City of Rainier adopted the entire chapter, including all text, goals, policies, actions, and the future land use map. Thurston County adopted all text and the future land use map, but only some goals, policies, and actions. The goals, policies, and actions adopted jointly by the city and county are denoted with an asterisk (\*).

### **B. ISSUES SUMMARY**

Land use issues and regulations have become more complex as competing interests conflict, all of them demanding and worthy of attention. The "highest and best" use, as traditionally defined in economic terms, is no longer the sole determinant in land use decisions. This land use plan addresses population growth, environmental protection, lifestyle preferences, and economic development.

Population growth brings with it the need to identify available lands within and surrounding Rainier for future housing, commerce, and infrastructure. City services such as water service and police protection need to keep pace with the rate of new development so that the level of service provided to Rainier's residents does not decrease. Land use planning should therefore be integrated with capital facilities planning efforts.

In addition, land use planning needs to consider the environmental costs and benefits of development and expansion. New development should be located only where and to the extent that environmental factors permit. Critical areas such as wetlands, steep slopes, and floodplains should be protected. Because most of the land in and surrounding Rainier is classified as having extreme or high aquifer recharge susceptibility, it is impossible to avoid building on these lands. However, the city is committed to protecting its drinking water source, and thus will implement land use ordinances designed to protect groundwater. The city is also investigating options for providing an alternative method of sewage disposal sometime between the years 2004 and 2025.

### **C. POPULATION AND DEMOGRAPHIC TRENDS**

#### **1. RECENT POPULATION TRENDS**

Thurston County has been one of the fastest growing counties in the state since the 1960s. Between 1970 and 1980, the county grew 62 percent and Rainier grew 133 percent; both growth rates were higher than the state rate of 20 percent for the

same period. From 1980 to 1990, the county grew 29 percent (3 percent annually) and Rainier grew 11.2 percent (1.1 percent annually).

The most recent Census data, Census 2000, shows that between 1990 and 2000 Thurston County grew 28 percent, adding over 46,000 new residents (see Table 3). Over this time the state grew at a rate of 21 percent. In the 1990s Rainier grew by 50 percent, adding 500 new people. Census 2000 data shows that the City of Rainier had the third highest rate of growth as compared to the other cities in the county (see Table 4).

**Table 3: Population Trends in Rainier, 1970-2003**

<b><u>Year</u></b>	<b><u>1970</u></b>	<b><u>1980</u></b>	<b><u>1990</u></b>	<b><u>2000</u></b>	<b><u>2001</u></b>	<b><u>2002</u></b>	<b><u>2003</u></b>
Population	382	891	991	1,492	1,485	1,490	1,515

Source: Thurston Regional Planning Council, 2003 Profile.

**Table 4: Annual Rate of Change in Population in Thurston County**

<b>Jurisdiction</b>	<b>Population 1990</b>	<b>Population 2000</b>	<b>Population Increase</b>	<b>Percent Growth</b>
Bucoda	536	628	92	17.2%
Lacey	19,279	31,226	11,947	62.0%
Olympia	33,729	42,514	8,785	26.0%
<b>Rainier</b>	<b>991</b>	<b>1,492</b>	<b>501</b>	<b>50.6%</b>
Tenino	1,292	1,447	155	12.0%
Tumwater	9,976	12,698	2,722	27.3%
Yelm	1,337	3,289	1,952	146.0%
Thurston Co.	161,238	207,355	46,117	28.6%

Source: Thurston Regional Planning Council, 2003 Profile.

## **2. DEMOGRAPHIC CHARACTERISTICS OF RAINIER'S POPULATION**

### **a. Household Size**

According to the 2000 Census, the average household size in Rainier was 2.82 persons and there were 530 households. The county's average household size was 2.5.

### **b. Income Characteristics**

Census 2000 data reported that Rainier's median household income was \$42,955 and per capita income was \$16,636. Rainier was also reported to have 6.8 percent of the population living at or below the poverty level. This is the lowest poverty rate of any jurisdiction in the county and a dramatic lowering from the 1990 Census when Rainier reported a 17.3 percent poverty rate.

**Table 5: Income Measurements in Thurston County, 2000**

<b>Jurisdiction</b>	<b>Median Household Income</b>	<b>Per Capita Income</b>	<b>Population at or Below Poverty Level</b>
Bucoda	\$34,286	\$16,613	25.1%
Lacey	\$43,848	\$20,224	9.2%
Olympia	\$40,846	\$22,590	12.1%
<b>Rainier</b>	<b>\$42,955</b>	<b>\$16,636</b>	<b>6.8%</b>
Tenino	\$34,526	\$18,244	9.1%
Tumwater	\$43,329	\$25,080	8.5%
Yelm	\$39,453	\$15,865	10.1%
Thurston Co	\$46,975	\$22,415	8.8%

Source: Thurston Regional Planning Council, 2003 Profile.

## **D. POPULATION FORECASTS**

The Growth Management Act requires a coordinated approach to population forecasting within each county.

In Thurston County, population forecasting through the year 2025 was completed for all jurisdictions by the Thurston Regional Planning Council (TRPC) in 1999. TRPC also completes current population estimates on an annual basis. It is expected that TRPC will update their Population and Employment Forecast in either late 2004 or early 2005. For the purposes of this comprehensive plan, the 1999 TRPC will be used.

The 1999 TRPC Population Forecast for Thurston County, including Rainier, is shown in Table 6. Between the year 2000 and 2025, TRPC projects an average annual rate of growth of 1.61 percent for the City of Rainier and 1.06 percent for the city's UGA. By the year 2025 Rainier's population is expected to grow to 2,130

people, an increase of approximately 640 people above the city's 2000 population, and an increase of 615 people above the city's estimated 2003 population.

**Table 6: Population Forecast and Distribution by Jurisdiction  
Thurston County, 2005-2025**

Jurisdiction		Forecast Year					Av annual rate of change
		2005	2010	2015	2020	2025	2000-2025
Bucoda	Total	620	630	630	640	640	0.20%
Lacey	City	36,220	39,860	42,880	45,760	48,050	1.64%
	UGA	31,750	35,620	40,080	43,770	46,650	2.05%
	Total	67,970	75,480	82,960	89,530	94,700	1.84%
Olympia	City	45,440	48,080	51,030	54,020	56,970	1.21%
	UGA	10,640	12,940	16,470	19,630	22,060	3.84%
	Total	56,080	61,020	67,500	73,650	79,030	1.78%
Rainier	City	1,630	1,790	1,910	2,020	2,130	1.61%
	UGA	160	170	170	180	190	1.06%
	Total	1,790	1,960	2,080	2,200	2,320	1.56%
Tenino	City	1,500	1,500	1,510	1,540	1,570	0.16%
	UGA	130	150	170	190	370	4.96%
	Total	1,630	1,650	1,680	1,730	1,940	0.72%
Tumwater	City	14,200	15,180	16,460	17,990	19,420	1.56%
	UGA	8,850	10,160	12,020	14,770	18,740	3.77%
	Total	23,050	25,340	28,480	32,760	38,160	2.49%
Yelm	City	4,380	5,560	6,680	7,730	8,560	4.24%
	UGA	1,220	1,270	1,640	2,130	2,830	3.61%
	Total	5,600	6,830	8,320	9,860	11,390	4.07%
Grand Mound UGA	Total	1,320	1,520	1,700	1,880	2,060	2.67%
Total Cities		103,990	112,600	121,100	129,700	137,340	1.53%
Total UGAs		54,060	61,820	72,250	82,530	92,890	2.80%
Total Urban Areas		158,050	174,420	193,350	212,230	230,230	1.99%
Rural Uninc. County		78,370	85,360	91,930	98,500	104,030	1.58%
Thurston County Total		236,420	259,780	285,280	310,730	334,260	1.86%

Source: Thurston Regional Planning Council, Population and Employment Forecast for Thurston County, Final Report, 1999

## **E. PHYSICAL DESCRIPTION OF THE CITY OF RAINIER AND ITS UGA**

### **1. TOPOGRAPHY**

Thurston County is bordered on the west and south by mountain chains. Rainier, as well as Thurston County in general, is on a glacial plain that extends northward from a mountainous rim. The land in Rainier is generally flat, with some hills and steep slopes. As reflected on the Landslide and Erosion Hazards map in this plan (see Map 5), there are very few 40 percent or greater slopes in the city.

### **2. SOILS**

The soils of Rainier consist primarily of Spanaway gravelly sandy loam, 0 to 3 percent slopes (unit 110), and 3 to 15 percent slopes (unit 111), which are very deep, somewhat excessively drained soil characteristic of terraces. It formed in glacial outwash and volcanic ash. This soil is used mainly as hayland, pasture, or cropland, as a site for homes, woodlands or as a source for gravel. It is well-suited for homesites, with the only limitation being a need for summer irrigation of lawn grasses, shrubs and trees. According to the Natural Resources Conservation Service Soil Series for Thurston County, this soil's limitation for septic tank suitability is limited by its poor filtering capacity. If the density of housing is moderate or high, community sewage systems are needed to prevent the contamination of water supplies caused by seepage from on-site sewage disposal systems. The downtown area of the city is characterized by this soil, thus soils presents a limitation to intense commercial, industrial or high density development as long as on-site sewage disposal systems are the only option.

Other predominant soils in and around the city include McKenna gravelly silt loam, which is a moderately deep, poorly drained soil in depressions and drainage ways. This soil is seasonally wet and thus unsuitable for urban development.

### **3. SURFACE WATERS**

Rivers and lakes are valuable environmental and scenic areas. Reduction in surface water quality may not only reduce the environmental, scenic, and economic value of the river or lake, it may also threaten groundwater that is fed by the surface water system. These factors were taken into consideration by the city when it created its UGA. The Deschutes River to the southwest, Inman and Gehrke Lakes to the east, and McEnniery Lake to the northeast, and the lands surrounding them, were left out of the UGA to help protect them from the impacts of development. As a result, no year-round surface waters (other than wetlands) exist in the UGA.



#### **4. CRITICAL AREAS**

Critical areas are defined as one, or a combination of wetlands, critical aquifer recharge areas, frequently flooded areas, geologically hazardous areas, and fish and wildlife conservation areas. The Growth Management Act mandated local governments that plan under RCW 36.70A.060 to identify and adopt development regulations to preclude land uses or development that are incompatible with critical areas.

The four maps mentioned below, Floodplains (see Map 3), Wetlands (see Map 4), Landslide and Erosion Hazards (see Map 5), and Aquifer Recharge Areas (see Map 6), were prepared by the Thurston Regional Planning Council in 2004. They can be found following this chapter. These maps are for informational purposes only and are intended to alert the development community, appraisers, and current or prospective property owners of a potential encounter with one of these development-limiting factors. The presence of a critical area on these maps is sufficient foundation for the city to order an analysis for the factor identified prior to acceptance of a development application as being complete and ready for processing.

##### **a. Groundwater and Critical Aquifer Recharge Areas**

As precipitation reaches the earth it can do several things: become part of a snow pack, enter into lakes, streams, rivers, oceans, or wetlands, seep into the soil to be taken up by plant roots, or filter into the ground and become groundwater. The land surface where this filtering process takes place is called an aquifer recharge zone. Aquifer recharge zones warrant special protection from surface pollution to protect the quality of the groundwater in the area. As groundwater moves through the ground it may discharge to surface water features, such as lakes, streams, or rivers, which will in turn recharge the groundwater. The water that remains in the ground makes up the aquifer. Groundwater sometimes flows underground to other locations. Where this is the case, pollution emanating from one area may contaminate the groundwater in another area. Groundwater pollution is very difficult, and often impossible, to clean.

Because the city relies on groundwater as its source of potable water, protection of the aquifer is particularly important. According to the Aquifer Recharge Areas map (see Map 6) most of the city and its UGA lies within an area classified as having 'Extreme Aquifer Susceptibility'. This classification is applied to those areas which provide very rapid recharge with little protection, contain coarse soil textures, and soil materials, and are derived from glacial outwash materials. The Thurston County Critical Areas Protection Ordinance and Article IV of the Thurston County Sanitary Code establish maximum residential densities of generally one dwelling unit per acre in these soils if on-site septic systems are utilized.

Parts of the city and UGA are characterized as having 'High Aquifer Susceptibility'. This classification refers to areas which provide slightly lower recharge and are made up of materials from glacial deposits. For new development, certain high intensity uses and activities such as chemical manufacturing, fuel pipelines, landfills, municipal, county and state garages, underground storage tanks under 10,000 gallons and vehicle repair may be allowed as special uses in these areas and are regulated by the city's and county's Critical Areas Protection Ordinance. Existing development is allowed to continue existing activities under the ordinance.

Although almost all areas in the city and its UGA show extreme and high aquifer susceptibility, it should be noted that many wells drilled in the area have had to drill through two distinct clay layers to reach water. It is possible that the aquifer below the city actually receives more protection from these clay layers than is indicated by the data on the Aquifer Recharge Areas map. However, Rainier is committed to protecting the quality of groundwater and will continue to follow Thurston County Health Department standards for the siting of on-site septic systems.

**b. Frequently Flooded Areas**

The Federal Emergency Management Agency (FEMA) has defined the extent of the 100-year floodplain in order to establish actuarial flood insurance rates and to assist communities in efforts to promote sound floodplain management. The Rainier Interim Resource Lands and Critical Areas Protection Ordinance (Ordinance no. 312) requires a site analysis and compliance with the provisions of the National Flood Insurance Program as conditions of development in these areas.

A small area of 100-year floodplain is included in the UGA along the southwestern city limit line. Flood insurance rate maps prepared by the Federal Emergency Management Agency indicate that data is unavailable within city limits. The Thurston Regional Planning Council has prepared a map (see Map 3) which includes FEMA data on the 100-year floodplain in the area surrounding Rainier. However, the quadrangle map prepared by the U.S. Geological Survey (Tenalquot Prairie, Washington 1959) indicates the presence of an intermittent stream or drainage way running perpendicular to Algyer Road, southeast of the school property and adjacent residential development. This area is currently forested. While it is not known whether this area is part of the 100-year floodplain, care should be taken to ensure that existing drainage patterns are maintained to avoid potential flooding problems.

**c. Wetlands**

Wetlands are transitional areas between upland and aquatic environments where water is present long enough to form distinct soils and where specialized "water loving" plants can grow. Wetlands include marshy areas

along shorelines, inland swamps, and seasonal water courses. Wetlands are typified by a water table that usually is at or near the surface, and there may be standing water all or part of the year. Soils that are present in wetlands are known as "hydric soils". Certain plant species, including trees, shrubs, grasses, and grass-like plants have adapted to the low oxygen content of wetland soils. These plants are known as "hydrophytes."

Another distinguishing characteristic of wetlands, in addition to soil type and types of plants present, is the wetness of the soil, or "hydrology" (i.e., how often is the soil saturated or flooded with water and how long does it last?) Indicators of wetland hydrology may include drainage patterns, sediment deposition, watermarks, stream gauge data, flood predictions, historic data, visual observation of saturated soils, or flooded soils.

In their natural state, wetlands perform functions which are impossible or difficult and costly to replace. Wetlands provide erosion and sediment control; the extensive root systems of wetland vegetation stabilize streambanks, floodplains, and shorelines. Wetlands improve water quality by decreasing the velocity of water flow, resulting in the physical interception and filtering of waterborne sediments, excess nutrients, heavy metals, and other pollutants. Wetlands also provide food and shelter, essential breeding, spawning, nesting and wintering habitats for fish and wildlife, including migratory birds, anadromous fish, and other species.

The Wetlands map (see Map 4), prepared by the Thurston Regional Planning Council using data from the regional wetland mapping program completed in 2002, indicates that Rainier has a limited number of wetlands. These wetland areas are primarily in the vicinity of Mountain View Estates.

Development in and around Rainier's wetlands is regulated by Rainier's Interim Resource Lands and Critical Areas Protection Ordinance. Under this ordinance, wetlands must be inventoried and mapped as part of the permitting and project review process, development in wetlands is controlled and limited to specific uses, and best management practices are required to minimize impacts to the wetlands. Protecting wetlands helps to alleviate stormwater and flooding problems.

Large wetland areas to the north and east of current city limits were not included in the city's UGA in order to protect them from the impacts of development.

**d. Fish and Wildlife Conservation Areas**

The Priority Habitats and Species (PHS) map from the Department of Fish and Wildlife indicates there are PHS species in the area (Western Bluebird, Black-tailed Deer).

**e. Landslide and Erosion Hazards**

According to data prepared by the Thurston Regional Planning Council for the 2003 Natural Hazard Mitigation Plan of the Thurston Region (see Landslide and Erosion Hazards-Map 5), several areas within the city are characterized by landslide and erosion hazards. Erosion hazards occur along the eastern boundary of the Mountain View Estates subdivision, coinciding with an area on the soils map characterized as Everett very gravelly sandy loam, 25 to 30 percent slopes. Erosion hazards also occur along the southern boundary of the city limits in the Country Estates subdivision, and along the west boundary of city limits, east of Olympia-Rainier Road; both of these areas are also characterized by Everett very gravelly sandy loam.

Within current city limits is an area in the southwest portion of the Country Estates subdivision that has been designated as a landslide hazard by the 2003 Natural Hazard Mitigation Plan of the Thurston Region. This is an area characterized 40 percent or greater slopes. The city's Interim Resource Lands and Critical Areas Protection Ordinance requires that documented landslide hazard areas and erosion hazard areas be avoided as locations for building construction, roads, or utility systems if mitigation is not feasible.

**F. EXISTING LAND USE AND DEVELOPMENT PATTERN**

**1. OVERVIEW**

Rainier is a predominantly residential city. Land use data from the Thurston Regional Planning Council shows that in 2003, residential land accounted for 51 percent of the the city. A very limited amount of commercial businesses are located along Binghampton Street. Natural Resource Lands, including some agricultural land and forest lands are also located within the city. Table 7 summarizes the extent of existing land uses within the city limits, as of 2003.

**Table 7: Existing Land Use for City of Rainier, 2003**

Land Use Description	Acres	Percent
Parks, Preserves, & Open Space	40	5%
Natural Resources (Public and Private)	212	23%
Government/Institutional	54	6%
Utilities	0.3	0%
Residential	462.5	51%
Commercial/Industrial	30	3%
Mixed Use	0.2	0%
Undeveloped Land	113	12%
<b>TOTAL</b>	<b>912</b>	<b>100%</b>

Source: Thurston Regional Planning Council, Buildable Lands Program

## **2. RESIDENTIAL LAND USE**

### **a. Intensity of Residential Land Use**

As indicated in Table 7, half of the land within the city is devoted to residential use. The housing stock is predominantly single-family. Census 2000 data shows that 75 percent of housing units in the city are single-family homes. The average net residential density in Rainier is approximately 1.22 dwelling units per acre (see 2003 TRPC Profile). Those homes built within the original city plat are built on small lots of a quarter acre. More recent subdivisions are typically built on lots of one acre, in conformance with the Thurston County Board of Health Code for areas that are not served by central sewer facilities. There is one mobile home park within the city limits. Mobile homes are also located in the Mountain View Estates subdivision. Mobile homes are prohibited by deed restriction in the Raintree, Rainier Meadows, and Country Estates subdivisions.

One of the more recent subdivision developments within the city limits is Golphane Estates, a development of upscale homes in the southwest area of city. Another relatively recent area of development in city is in the eastern part of the city, Neiland Estates and Burnham Estates.

### **b. Housing Market Demand**

The 1999 TRPC Population Forecast projects the City of Rainier will have 840 total dwelling units by the year 2025. The number of new dwelling units which the city sees is largely dependent on the eventual provision of an alternative method of sewage disposal. The City currently provides potable water to its residents, and is committed to providing centralized sewage disposal facilities in the future.

### **3. COMMERCIAL AND INDUSTRIAL LAND USE**

#### **a. Intensity of Commercial and Industrial Land Use**

As shown in Table 7, there are currently 30 acres of commercial land use in the city. This accounts for approximately 3 percent of the city's total land use. The city has no industrial land. Most of the city's commercial development is located along Binghampton Street. A 1991 community survey of Rainier area residents indicate that people would like to see additional services that are not currently available, (e.g., a bank) and clean industries to provide for employment.

Expansion of Rainier's commercial base will depend on either the availability of large parcels of land to provide for septic drainfield requirements, or the provision of an alternative method of sewage and wastewater disposal that has the capacity to accommodate new development and that will protect important sources of groundwater. The capital facilities element includes a discussion of servicing Rainier with an alternative method of sewage disposal in the future.

### **4. NATURAL RESOURCE LANDS**

Approximately 212 acres of natural resource land exists within the city limits, consisting predominantly of pasture, livestock use, and forest lands. During preparation of the city's Interim Resource Lands and Critical Areas Protection Ordinance, these lands were analyzed to determine whether they met the criteria for "resource lands" under the state's growth planning legislation. These lands were determined not to be of long-term commercial significance under the ordinance, and therefore may be appropriate for urban use.

### **5. PARKS AND RECREATION**

Recreation lands within Rainier consist of 40 acres within the city limits, including three neighborhood parks, two private parks, and school playing fields. Rainier's parks are described in more detail in the capital facilities element.

### **6. OPEN SPACE CORRIDORS**

The Growth Management Act requires cities to identify open space corridors within and between urban growth areas. These corridors shall include lands that are useful for recreation, wildlife habitat, trails, and connection of critical areas. Open space corridors provide important linkages for wildlife habitat and can serve to knit the community together through a system of trails. The most prominent open space corridors within the city are the railroad rights-of-way for the Burlington Northern and Weyerhaeuser Railroads. There are no significant wildlife corridors within the city limits.

## **7. PUBLIC FACILITIES, INSTITUTIONS, AND UTILITIES**

This land use category includes schools, the city hall, fire and police station, churches, and other institutions. It also includes the city's potable water wells (discussed in the capital facilities element), and electric and gas utilities (discussed in the utilities element). Approximately 54 acres are currently in public facilities and institutional use.

## **8. ROADS AND RAILROAD RIGHT-OF-WAY**

This category includes the roadways and associated right-of-way within the city, and two railways. As analyzed by TRPC's buildable lands program, this category comprises approximately 117 acres. Discussion of the characteristics of these roadways and railways, as well as the city's transportation system, is provided in the transportation element.

## **9. VACANT LAND**

Vacant land includes cleared, unimproved land within the city that is potentially available for development. Vacant land does not include forests, agriculture, or resource lands discussed above.

## **G. LAND SUPPLY (2000) AND LAND DEMAND (2025)**

### **1. 2002 BUILDABLE LANDS REPORT FOR THURSTON COUNTY**

In 1997, the state Growth Management Act (GMA) was amended to add a new growth monitoring section. Meeting the requirements of this new legislation came to be commonly known as the "buildable lands program" because of the law's emphasis on determining how much buildable land was in the urban areas. The Buildable Lands Report for Thurston County, September 2002, and accompanying Buildable Lands Technical Documentation for Thurston County, September 2002 were prepared by Thurston Regional Planning Council (TRPC) to meet the requirements of this legislation for the affected jurisdictions in Thurston County, including the City of Rainier.

The Buildable Land Report is the result of an extensive land use analysis to determine if there was an adequate land supply for future growth in population and employment in the urban growth areas in the county. A tax-parcel based inventory of residential dwelling units and commercial and industrial buildings was compiled for the program. The capacity for future development, described in terms of dwelling units and square feet for commercial and industrial floor space, was determined for each tax parcel. For future residential development, capacity was based on the availability of buildable land and the density of development by zoning district. For commercial and industrial development, capacity was determined based on the availability of buildable land for commercial or

industrial uses, and an estimate of the floor space to area (FAR) ratio expected for the jurisdiction. Capacity took into account whether and when sewer was likely to be available. Both the residential and commercial lands analysis are based on the 1999 TRPC Population and Employment Forecast.

Buildable Lands Report data for the City of Rainier are shown below. Table 8 shows the estimated amount of residential and commercial buildable land in the City of Rainier and its UGA in the year 2000. It also provides an estimate of the amount of developed and undevelopable land. Tables 8 and 9 show the 2000 estimate of Land Supply in the City of Rainier and the 2025 estimate of Land Demand for residential and commercial lands. A comparison of Land Supply to Land Demand determines whether there is an adequate supply of land in the city to accommodate forecasted growth in population and employment. As is clear by the projected percent of land remaining in the year 2025, the Buildable Lands Report analysis shows that there is sufficient residential and commercial land supply in the City of Rainier.

**Table 8: Estimate of Buildable Land in acres, 2000**

	<b>Total Land Area</b>	<b>Developed and Undevelopable Land<sup>1</sup></b>	<b>Residential Buildable Land<sup>2</sup></b>	<b>Commercial Buildable Land<sup>2</sup></b>
Rainier	987	567	387	33
Rainier UGA	437	248	168	22
<b>TOTAL</b>	<b>1,424</b>	<b>815</b>	<b>554</b>	<b>55</b>

Source: Thurston Regional Planning Council, 2003 Regional Benchmarks  
Report (includes 2002 Buildable Lands Report for Thurston County)

Notes:

<sup>1</sup>Developed and Undevelopable Land includes land uses or zoning districts that are either already developed as "fully-built" or are incompatible with future residential or commercial development (some examples include critical areas and open space, parks, utilities, and cemeteries). Water, public rights-of-way, and railroad right-of-way are not included in developed and undevelopable land when calculated at the zoning district level.

<sup>2</sup>Buildable Land includes both vacant land and the undeveloped portion of partially developed lands.

**Table 9: Residential Land Supply and Demand, Rainier and Rainier UGA**

<b>2000 Residential Land Supply<sup>1</sup></b>	<b>2025 Residential Land Demand (acres)</b>	<b>Percent Remaining in 2025</b>
554	360	35%

<sup>1</sup>Also referred to as "Buildable Land"

Source: Thurston Regional Planning Council, 2003 Regional Benchmarks  
Report (includes 2002 Buildable Lands Report for Thurston County)



<b>2000 Commercial Land Supply<sup>1</sup></b>	<b>2025 Commercial Land Demand (acres)</b>	<b>Percent Remaining in 2025</b>
50	13	73%

<sup>1</sup>Also referred to as "Buildable Land"

Source: Thurston Regional Planning Council, 2003 Regional Benchmarks Report (includes 2002 Buildable Lands Report for Thurston County)

## **H. FUTURE LAND USE**

The City's zoning code was brought into consistency with the Comprehensive Plan in 1996. The City believes these zoning districts are adequate to serve the city's land use needs for the future. Table 11 shows the approximate acreages for each zoning district within the City and its UGA. The lands in the UGA are under the county's jurisdiction until they are annexed by the City. When sewer becomes available the city will revisit the land use designations at that time in order to accommodate urban densities.

**Table 11: 2004 Zoning Districts and Future Land Use**

<b>Rainier Zoning District</b>	<b>Total Zoned Land<sup>1</sup> (Acres)</b>	<b>Percent of Total Area in City</b>
Low Density Residential	282	30.7%
Medium Density Residential	226	24.5%
High Density Residential	56	6.1%
Core Commercial	53	5.8%
Heavy Commercial	14	1.5%
Service Commercial	22	2.4%
Industrial	3	0.3%
Forest Resource Lands	121	13.1%
Trails/Open Space/Parks	70	7.6%
Public Facilities	74	8.1%
<b>TOTAL CITY LIMITS</b>	<b>921</b>	<b>100.0%</b>
<b>UGA Zoning</b>	<b>Total Zoned Land<sup>1</sup> (Acres)</b>	<b>Percentage of Total Area in UGA</b>
Service Commercial (County zoning: Neighborhood Convenience Commercial)	13	3.3%
Medium Density Residential (County zoning: Rural Residential/Resource 1/5)	378	96.7%
<b>TOTAL - UGA</b>	<b>391</b>	<b>100%</b>

<sup>1</sup>Does not include land covered by water, public right-of-way, or railroad right-of-way.

Source: TRPC & City of Rainier - Amended by Ord #548

## **1. LOW DENSITY RESIDENTIAL**

This land use category is intended for exclusively single family residential development with an average density of no more than one dwelling unit per acre. Clustering of buildings is encouraged. Parks, playgrounds, libraries, and schools are permitted in this category. Foster homes are permitted and group homes will be considered in this category.

## **2. MEDIUM DENSITY RESIDENTIAL**

This land use category is intended for exclusively single family residential development with an average density of no more than four single family dwelling units per acre. Clustering of buildings is encouraged. Densities in this category may be lower due to Thurston County Board of Health requirements regarding septic tanks and potable water until such time as an alternative method of sewage disposal becomes available. Parks, playgrounds, libraries, and schools are permitted in this category. Foster homes are permitted and group homes will be considered in this category.

## **3. HIGH DENSITY RESIDENTIAL**

This land use category is intended for multi-family development. The maximum density within this category shall be six dwelling units per acre. Clustering of buildings is encouraged. Densities in this category may be lower due to County Board of Health requirements regarding septic tanks and potable water until such time as an alternative method of sewage disposal becomes available. Parks, playgrounds, libraries, and schools are permitted in this category. Foster homes are permitted and group homes will be considered in this category.

## **4. COMMERCIAL**

This land use category is intended for commercial development. The City has two commercial districts: Core Commercial and service commercial.

The Core Commercial district is designated for pedestrian-friendly development, including a diversity in types of shopping, civic facilities, recreation, and employment. A variety of business types are allowed, including offices, retail, lodging, restaurants, shopping centers, or other similar business activities. The Core Commercial district is for the purpose of providing an area of high density uses or mixtures or uses for general commercial, retail, service and multidwelling activities. The zone is to promote the special characteristics of the existing downtown Rainier area, to provide a pedestrian shopping atmosphere and to promote the rehabilitation of existing structures and the most desirable uses of land.

The intent of the Service Commercial district is to establish and preserve areas for those commercial facilities which are useful in close proximity to residential areas while minimizing the undesirable impact of such uses on the neighborhoods they serve. Those portions of the Service Commercial district currently in the UGA are zoned "Neighborhood Convenience Commercial" by the county until the time of annexation.

The intent of the Heavy Commercial district is to establish an area of commercial uses that have more intense commercial uses and compliment the Core Commercial districts. (Amended by Ordinance #548).

## **5. PUBLIC FACILITY AND TRAILS/OPEN SPACE**

This land use category includes areas devoted to schools, water and wastewater facilities, fire stations, public buildings, and other similar public uses. It also includes areas devoted to public recreation facilities such as parks and trails, greenbelts, critical areas, and other land appropriate for permanent open space.

## **6. FOREST RESOURCE LANDS**

This land use is primarily devoted to forest resource practices with long-term potential with specific uses identified within the zoning code. (Amended by Ordinance #548).

# **I. GROWTH PLAN**

## **1. INTENT AND OVERVIEW**

The intent of this growth plan is to guide growth, development, and planning efforts for Rainier and its UGA through the year 2025. Rainier has established policies regarding future uses within the unincorporated UGA in the recognition that these areas will eventually be annexed into the City. The UGA related policies are intended to be compatible with the land uses and development within the city limits.

Future growth is intended to occur in a steady manner, supported by municipal policies and services. Although both the physical boundaries and the population of Rainier are expected to increase within the next twenty years, future growth is intended to reinforce the existing character, scale, and identity of the city, not to detract from it.

Within the UGA, annexation will be permitted and urban growth will occur. The city will not provide new urban service extensions such as water or sewer pipes outside of the UGA.

## **2. GROWTH DIRECTIONS**

Rainier's UGA lies to the northwest, southeast, and east of current city limits. These UGA lands are the areas where the City and county will work together for future urban growth. Factors that affect growth such as topography, land ownership, water quality, market forces, development pressures, drainage, habitat, and others were considered when Rainier created its UGA. Protection of year-round surface waters, wetlands, and 100-year floodplains were of particular importance in planning for future growth. Lands with the following characteristics were given priority in creating the urban growth areas:

- Areas adjacent to the city limits.
- Areas already being considered for future annexation.
- Areas appropriate for future commercial development.
- Areas near existing transportation routes.
- Areas where development would pose a lesser potential threat to surface water quality.

### **3. PHASED GROWTH PLAN**

In order to meet the needs of future growth and ensure that Rainier can accommodate growth, this growth plan has been coordinated with the capital facilities plan. The estimated cost of providing city services to the urban growth area is included in the capital facilities plan.

## **J. LAND USE GOALS AND POLICIES**

Goals, policies, and actions denoted with an asterisk (\*) will be adopted jointly by the City of Rainier and Thurston County. All other goals, policies, and actions apply only to incorporated areas of the city and will be adopted by the City of Rainier alone.

**\*Goal LU-1: Promote residential and commercial growth that is compatible with the city's small city atmosphere, its history, its quality of life, and rural setting.**

***Policy LU-1.1:*** Provide an alternative method of sewage disposal for the city and its urban growth area between the years 2004 and 2025, and coordinate with the Health Department as required.

***Policy LU-1.2:*** Develop and adopt a pedestrian-oriented "theme" for the city which is appropriate for the community, and which assists in attracting the types of economic activities which best meet the needs and desires of the community.

**\**Policy LU-1.3:*** Through land development regulations and policy decisions, require the design of new commercial and large scale development to be consistent with the adopted city theme.

***Policy LU-1.4:*** Develop one or more Park & Ride facilities in locations which best serve the community. Coordinate with transit agencies so that transit services will be provided to the Rainier area.

**\**Policy LU-1.5:*** Allow existing agricultural uses to continue, including expansion of support services and facilities, until such time as market forces result in land use changes in accordance with the Future Land Use Map.

- \*Policy LU-1.6:** Continue to enforce existing height regulations for buildings as a means to maintain the small city character of the community.
- \*Policy LU-1.7:** Ensure that driveway access proposed for new development and redevelopment is designed to minimize traffic congestion.
- \*Policy LU-1.8:** Enforce adopted subdivision regulations that ensure adequate access, infrastructure, landscaping, open space and recreation facilities, yet maintain the rural character of the community.
- \*Policy LU-1.9:** Ensure that permit processing is fair and timely, and permit review procedures are consistent and predictable.
- \*Policy LU-1.10:** *The City of Rainier and Thurston County have implemented the GMA's requirements for siting essential public facilities through their zoning ordinances. The ordinances provide guidance for designating and siting essential public facilities within the city and its UGA. The Thurston Regional Planning Council provided the interjurisdictional forum for developing the required, process for identifying and siting essential public facilities. A process endorsed by the Thurston Regional Planning Council in January 1994 is included in the City zoning code. They were amended in 2002 to be consistent with state law regarding secure community transition facilities (see City Ordinance no. 479).*

### **Designation of Essential Public Facilities**

Essential public facilities means those public facilities, or and privately owned or operated facilities serving a public purpose, that serve an important state, regional or local function and are particularly difficult to site given the nature of the typical response of local citizens. Essential public facilities include, but are not limited:

1. Airports; state education facilities; state or regional transportation facilities; prisons, jails and other correctional facilities; solid waste handling facilities; and inpatient facilities such as group homes, mental health facilities and substance abuse facilities; sewage treatment facilities; and communication towers and antennas; and secure community transitional facilities provided for in chapter 71.09 RCW.

2. Facilities identified by the state Office of Financial Management as essential public facilities, consistent with RCW 36.70A.200; and
3. Facilities identified as essential public facilities in the city's [county's] zoning ordinance.

### **Siting Essential Public Facilities**

Essential public facilities may be allowed as permitted or conditional [special] uses in the zoning ordinance. Essential public facilities identified as conditional [special] uses in the applicable zoning district shall be subject, at a minimum, to the following requirements.

1. Classify essential public facilities as follows:
  - a. Type One: Multi-county facilities. These are major facilities serving or potentially affecting more than one county. These facilities include, but are not limited to, regional transportation facilities, such as regional airports; state correction facilities; and state education facilities.
  - b. Type Two: these are local or inter-local facilities serving or potentially affecting residents or property in more than one jurisdiction. They could include, but are not limited to, county jails, county landfills, community colleges, sewage treatment facilities, communication towers, and inpatient facilities (e.g., substance abuse facilities, mental health facilities, and group homes).[NOTE: Such facilities which would not have impacts beyond the jurisdiction in which they are proposed to be located would be Type Three facilities.]
  - c. Type Three: These are facilities serving or potentially affecting only the jurisdiction in which they are proposed to be located.

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

2. Provide early notification and involvement of affected citizens and jurisdictions as follows.

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

The Thurston Regional Planning Council may provide the project sponsor and affected jurisdiction(s) with their comments or recommendations regarding alternative project locations during this ninety day period. (The purpose of this provision is to enable potentially affected jurisdictions and the public to collectively review and comment on alternative sites for major facilities before the project sponsor has made their siting decision.)

- b. Type Three facilities. Type Three essential public facilities are subject to the city's [county's] standard notification requirements for conditional [special] uses.
3. Essential public facilities shall not have any probable significant adverse impact on critical areas or resource lands, except for lineal facilities, such as highways, where no feasible alternative exists (adapted from County-wide Policy 4.2(a)).
  4. Major public facilities which generate substantial traffic should be sited near major transportation corridors (adapted from County-wide Policy 4.2(b)).

5. Applicants for Type One essential public facilities shall provide an analysis of the alternative sites considered for the proposed facility. This analysis shall include the following:
  - a. An evaluation of the sites' capability to meet basic siting criteria for the proposed facility, such as size, physical characteristics, access, and availability of necessary utilities and support services;
  - b. An explanation of the need for the proposed facility in the proposed location;
  - c. The sites' relationship to the service area and the distribution of other similar public facilities within the service area or jurisdiction, whichever is larger; and
  - d. A general description of the relative environmental, traffic, and social impacts associated with locating the proposed facility at the alternative sites which meet the applicant's basic siting criteria. The applicant shall also identify proposed mitigation measures to alleviate or minimize significant potential impacts.
  - e. The applicant shall also briefly describe the process used to identify and evaluate the alternative sites.
6. The proposed project shall comply with all applicable provisions of the comprehensive plan, zoning ordinance, and other city [county] regulations

***Policy LU-1.11:*** Should the city become the site of a facility of a statewide, regional or county-wide nature, the city may seek an agreement with neighboring jurisdictions, state or county agencies to mitigate any disproportionate burden which may fall on the city due to the siting.

**\*Goal LU-2:** Designate land uses over a specific land area of sufficient size to accommodate the city's projected growth over the next 20 years as the Urban Growth Area (UGA). Land uses within the UGA shall provide a variety of housing opportunities to meet market demand, provide an employment base for new residents, and preserve designated resource lands and critical areas.



- \*Policy LU-2.1:** The city's UGA consist of the boundaries and land uses designated on the Future Land Use Map.
- Policy LU-2.2:** The phasing of growth in the city shall be driven by the availability of services. In general, commercial development will be given first priority for services.
- \*Policy LU-2.3:** Develop an interlocal agreement between the City of Rainier and Thurston County regarding planning and permitting of projects occurring within Rainier's Urban Growth Area and Area of Influence.
- \*Policy LU-2.4:** Thurston County shall recognize Rainier's interest in preserving lands surrounding Rainier's city limits and UGA in a rural, agricultural state in order to preserve and enhance the historical character and aesthetic value of the City of Rainier. Conversely, the City of Rainier shall recognize Thurston County's interest in maintaining regulatory authority over lands outside Rainier city limits.
- \*Policy LU-2.5:** The City is interested in the County maintaining the area generally surrounding Rainier's UGA as rural residential with densities limited to one unit per five acres (nominal density bonuses along with clustered developments are compatible with rural residential zoning).
- \*Policy LU-2.6:** Upon receipt of an application for a special use permit, subdivision application, or notification by the Department of Natural Resources of a forest practices permit application, or upon any proposed zoning change generally surrounding Rainier's UGA, Thurston County shall notify the City of Rainier of the application or proposal and shall provide ample opportunity for comment.
- \*Policy LU-2.7:** The city should involve the county in land use review prior to final approval any time the Health Department must issue a permit for sewage disposal.
- \*Goal LU-3: Growth should not result in incompatibilities among land uses or deterioration of residential neighborhoods.**
  - \*Policy LU-3.1:** Protect residential neighborhoods from intrusion of incompatible land uses through land development regulations which guide location and design of such uses.

**\*Policy LU-3.2:** Require adequate landscape buffering whenever new uses abut residential neighborhoods.

**\*Policy LU-3.3:** Within one year of adoption or amendment of the Comprehensive Plan, revise the land development regulations for consistency with the plan.

**Policy LU-3.4:** Update the city's zoning ordinance to provide for early discussion of mitigation measures for noise associated with new businesses.

**Policy LU-3.5:** Investigate how to participate in the Certified Local Government Program.

**\*Goal LU-4: Ensure that adequate facilities are available to serve existing and future development.**

**\*Policy LU-4.1:** Coordinate development with the availability of essential services. Developers shall assess their needs regarding essential services (electricity, gas, potable water, etc.) and seek confirmation of future availability from utility and public facilities suppliers.

**\*Policy LU-4.2:** Ensure that new development does not outpace the city's or the county's ability to provide and maintain adequate public facilities and services, by allowing new development to occur only when and where adequate facilities exist or will be provided within six years.

**\*Policy LU-4.3:** The review authority will coordinate concurrency review. Developers shall provide information relating to impacts that the proposed development will have on public facilities and services. The review authority shall evaluate the impact analysis and determine whether the development will be served by adequate public facilities.

**Policy LU-4.4:** Develop and implement a plan to provide an alternative method of sewage disposal to the city, and implement the plan.

**Policy LU-4.5:** Expand public water supplies to meet the need for potable water demanded by future growth.

**Policy LU-4.6:** Commercial development shall be given first priority in the provision of sewage disposal facilities. However, priority will also be given to areas where septic tanks problems have resulted in danger to public health or safety.

**\*Policy LU-4.7:** Consider a county-wide Transfer of Development Rights program, in which some portion of the density range within the low-density residential designation is achievable through the purchase of transferred development rights rather than allowed outright. The objective of a county-wide Transfer of Development Rights program is to support conservation of important natural and/or cultural resources (e.g., long-term agricultural lands, historic properties, or significant wildlife habitat).

**Policy LU-4.8:** Annexations will not be permitted outside of the UGA.

**\*Goal LU-5: To protect and conserve the natural resources and critical lands of Rainier and its UGA, including the city's groundwater supply and aquifer recharge areas, wetlands, areas of geological hazard, and open spaces.**

**\*Policy LU-5.1:** Provide incentives for owners of private property to preserve open space as a visual amenity through techniques such as clustering of buildings.

**\*Policy LU-5.2:** Installation of on-site sewage disposal systems or other alternative domestic waste systems must meet Thurston County Board of Health standards and be compatible with the city's future sewerage plan.

**\*Policy LU-5.3:** Consider the impacts of new development on water quality as part of development review processes and require any appropriate mitigation measures as a condition of development approval. Potential impacts on fish resources shall be considered in such reviews.

**\*Policy LU-5.4:** Protect wetlands to enable them to fulfill their natural functions as recipients of floodwaters and as habitat for wildlife through the city's Interim Resource Lands and Critical Areas Protection Ordinance and the county's Critical Areas Ordinance.

**\*Policy LU-5.5:** Where there is a high probability of erosion, grading should be kept to a minimum and disturbed vegetation should be restored as soon as feasible. In all cases, appropriate measures to control erosion and sedimentation shall be required.

**\*Policy LU-5.6:** Development in areas characterized by extreme or high aquifer susceptibility shall be in accordance with the Thurston County

Board of Health regulations and the city's adopted Interim Resource Lands and Critical Areas Protection Ordinance. All best management practices that apply to on-site sewage disposal and stormwater management shall be continuously employed in such areas to avoid introducing pollutants into the aquifer.

- \*Policy LU-5.7:** Development of areas characterized by geological hazards shall provide appropriate mitigation, consistent with the city's adopted Interim Resource Lands and Critical Areas Protection Ordinance and the county's Critical Areas Ordinance. Development of areas characterized by geological hazards shall be avoided where mitigation is not feasible.
- \*Policy LU-5.8:** Developments proposed for areas characterized as fish and wildlife habitat conservation areas shall be in accordance with the city's adopted Interim Resource Lands and Critical Areas Protection Ordinance. No development approval shall be granted unless mitigation of adverse impacts will be provided that will ensure continuation of baseline populations for all endangered, threatened and sensitive species.
- \*Policy LU-5.9:** Support efforts to develop abandoned railroad right-of-way through Rainier as part of a regional trail system.
- \*Policy LU-5.10:** Require that new development provide on-site drainage where necessary to ensure that post-development runoff will not cause water quality problems or offsite flooding in accordance with the adopted drainage design and erosion control manual.
- \*Policy LU-5.11:** Strive to assure that basic community values and aspirations are reflected in the city's and county's planning regulations, while recognizing the rights of individuals to use and develop private property in a manner that is consistent with city and county regulations. Private property shall not be taken for public use without just compensation having been made.
- \*Policy LU-5.12:** The Growth Management Act requires that state agencies comply with local government comprehensive plans and development regulations prepared pursuant to the Act. The city and county will provide information to state agencies regarding its plans and regulations as needed to ensure state compliance.
- \*Policy LU-5.13:** The city and the county will continue to provide procedures for early and continuous public participation in the development

and amendment of comprehensive plans and land development regulations implementing such plans.

**\*Policy LU-5.14:** Land use policies for the City of Rainier and its unincorporated urban growth area should be integrated with policies and actions for aquifer protection, wellhead protection, and new water source development.

**\*ACTION:** *Coordinate land use policies with needs for water source development and the implementation of wellhead protection efforts.*

**Policy LU-5.15:** Maintain existing drainage patterns to avoid potential flooding problems.

**\*Policy LU-5.16:** Incorporate "best available science" into the City's Critical Area Ordinance, consistent with RCW 36.70A (4)(b).

**\*GOAL LU-6:** **Preserve the opportunity to develop at medium residential densities in accordance with the Rainier land use plan in the urban growth area upon annexation.**

**\*Policy LU-6.1:** Where urban services and utilities are not yet available, require development to be configured so urban growth areas may eventually infill and become urban. New dwellings should be sited such that further subdivision of property will not be precluded after annexation.

**\*ACTION:** *Thurston County will work with the City of Rainier in developing the regulations needed to implement Policy LU-6.1.*

**\*ACTION:** *Develop an interlocal agreement between the City of Rainier and Thurston County to implement County-wide Planning Policies 2.2.c, 2.2.d, 3.3, 5.2, and 5.3.*

**\*Policy LU-6.2:** The city should not provide water or sewer service to areas within the UGA without a commitment from landowners in these areas that the area to be served will be annexed to the city.

**GOAL LU-7:** **No net loss of wetlands acreage and function within the twenty year planning period.**

# Rainier & UGA - Future Land Use

- Low Density Residential (1:1)
- Medium Density Residential (4:1)
- High Density Residential (6:1)
- Core Commercial
- Service Commercial
- Public Facility
- Parks
- Trails/ Open Space

- Rainier City Limits
- Rainier Urban Growth Boundary



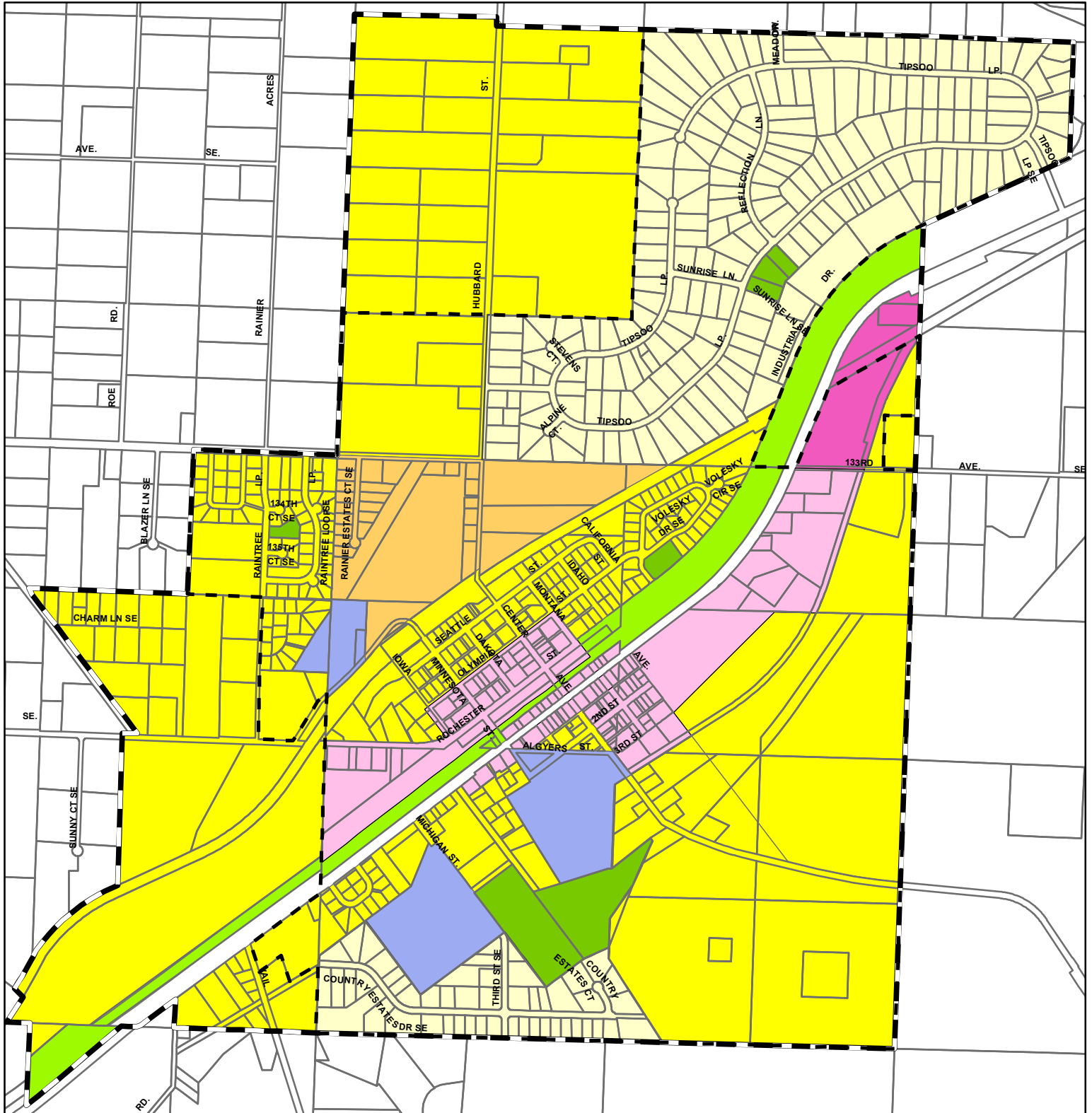
1,200 600 0 1,200 Feet

Prior to annexation, the maximum permitted residential density in the unincorporated portions of the long-term UGA is 1 unit per 5 acres

## Map 1: Future Land Use

Map Produced By: Thurston Regional Planning Council  
April 2004

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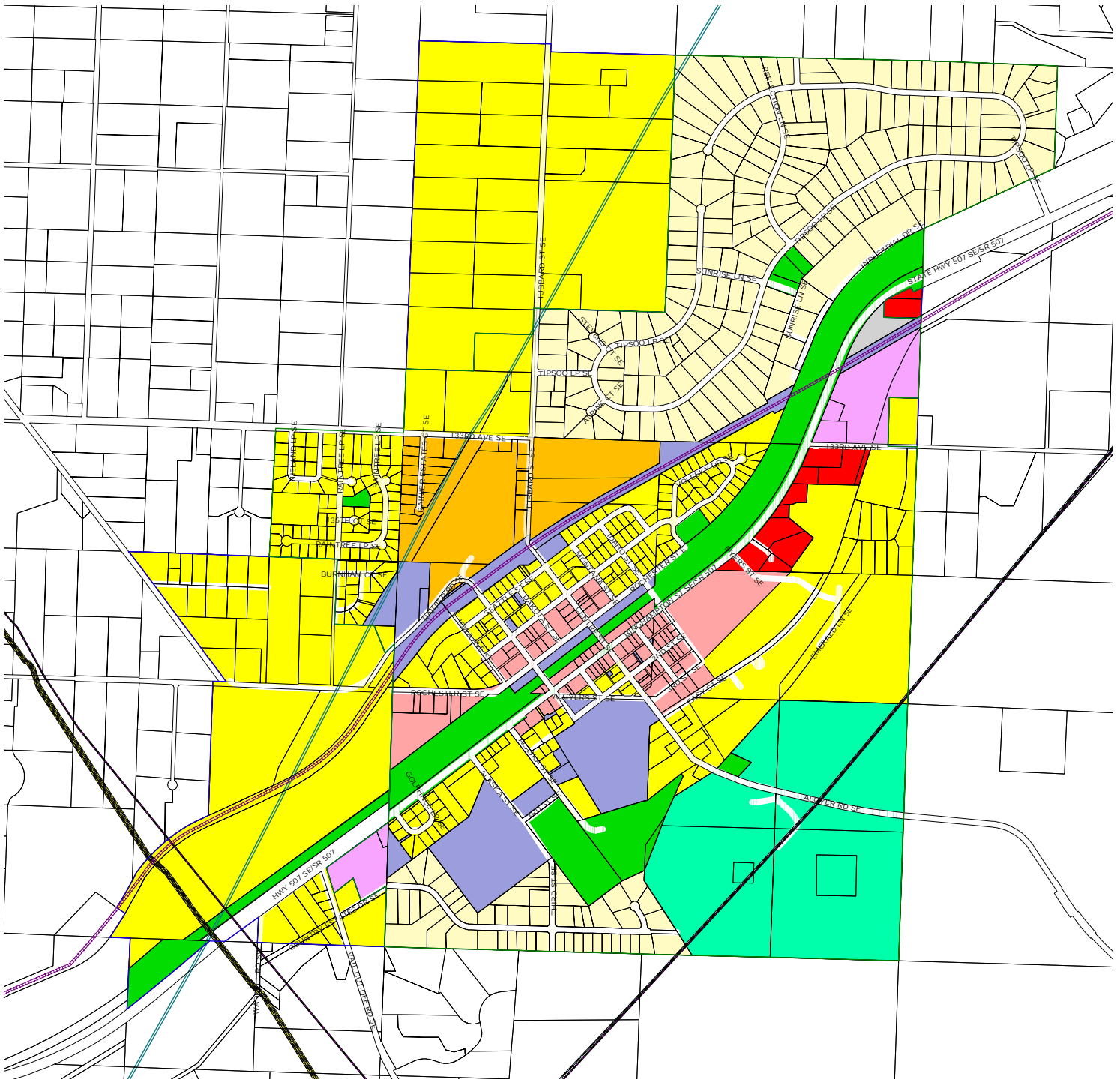
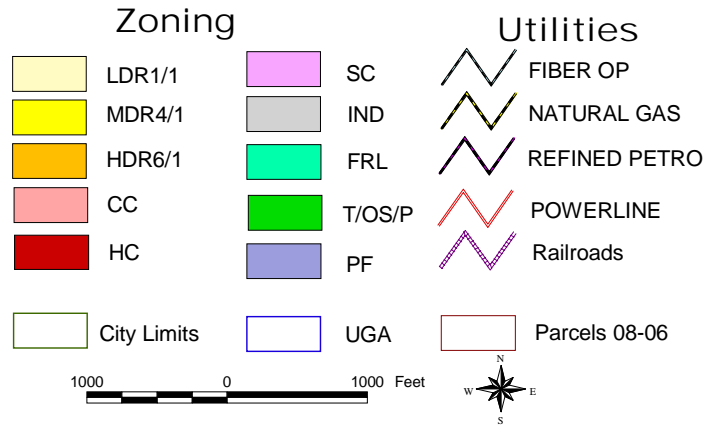
# CITY OF RAINIER

## ZONING

### Amended May 2007



Prepared by City Rainier  
Community Development May 2007



# Rainier & UGA - Floodplains



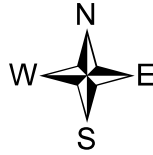
100 Year Flood Plain



Rainier City Limits



Rainier Urban Growth Boundary



Prior to annexation, the maximum permitted residential density in the unincorporated portions of the long-term UGA is 1 unit per 5 acres

1,200 600 0 1,200 Feet

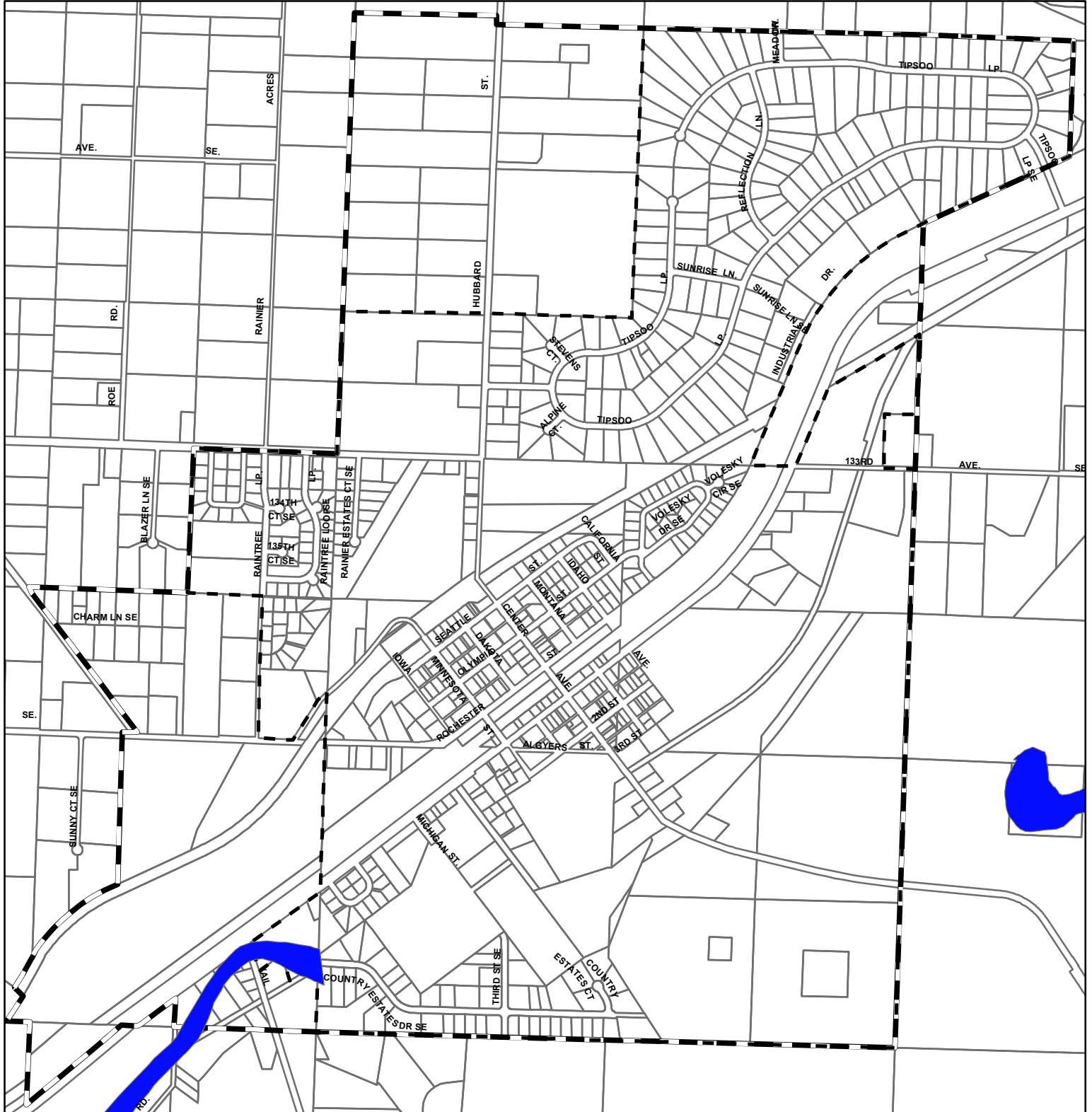


## Map 3: Floodplains

Map Produced By: Thurston Regional Planning Council

April 2004

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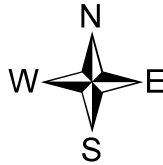


# Rainier & UGA - Wetlands

 Wetlands

 Rainier City Limits

 Rainier Urban Growth Boundary



1,200 600 0 1,200 Feet



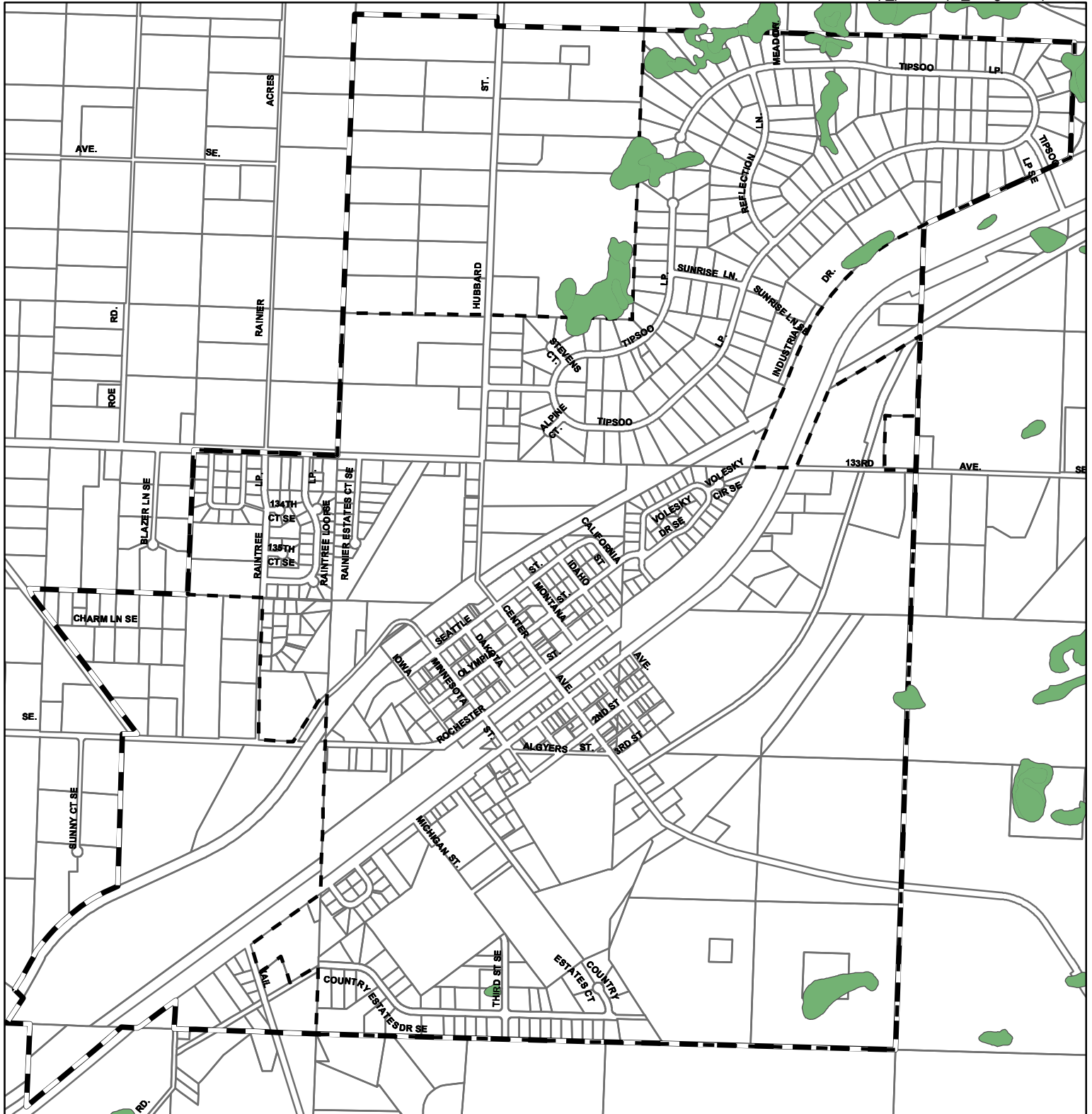
Prior to annexation, the maximum permitted residential density in the unincorporated portions of the long-term UGA is 1 unit per 5 acres

## Map 4: Wetlands

Map Produced By: Thurston Regional Planning Council

April 2004

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# Rainier & UGA - Landslide & Erosion Hazards

**Landslide Hazards**  
Slopes > 40%

**Erosion Hazards**

Consists of Natural Resources Conservation Service (NRCS) soil series:  
Alderwood, Baumgard, Boisfort, Bunker,  
Dystic Xerochrepts, Everett, Hoogdal,  
Jonas, Kapowsin, Katula, Lates, Mal,  
Mashel, Meolbourne, Olympic, Pheeneey,  
Rainier, Raught, Schneider, Tenino,  
Vailton, Wilkeson

 Rainier City Limits

 Rainier Urban Growth Boundary

Prior to annexation, the maximum permitted residential density in the unincorporated portions of the long-term UGA is 1 unit per 5 acres



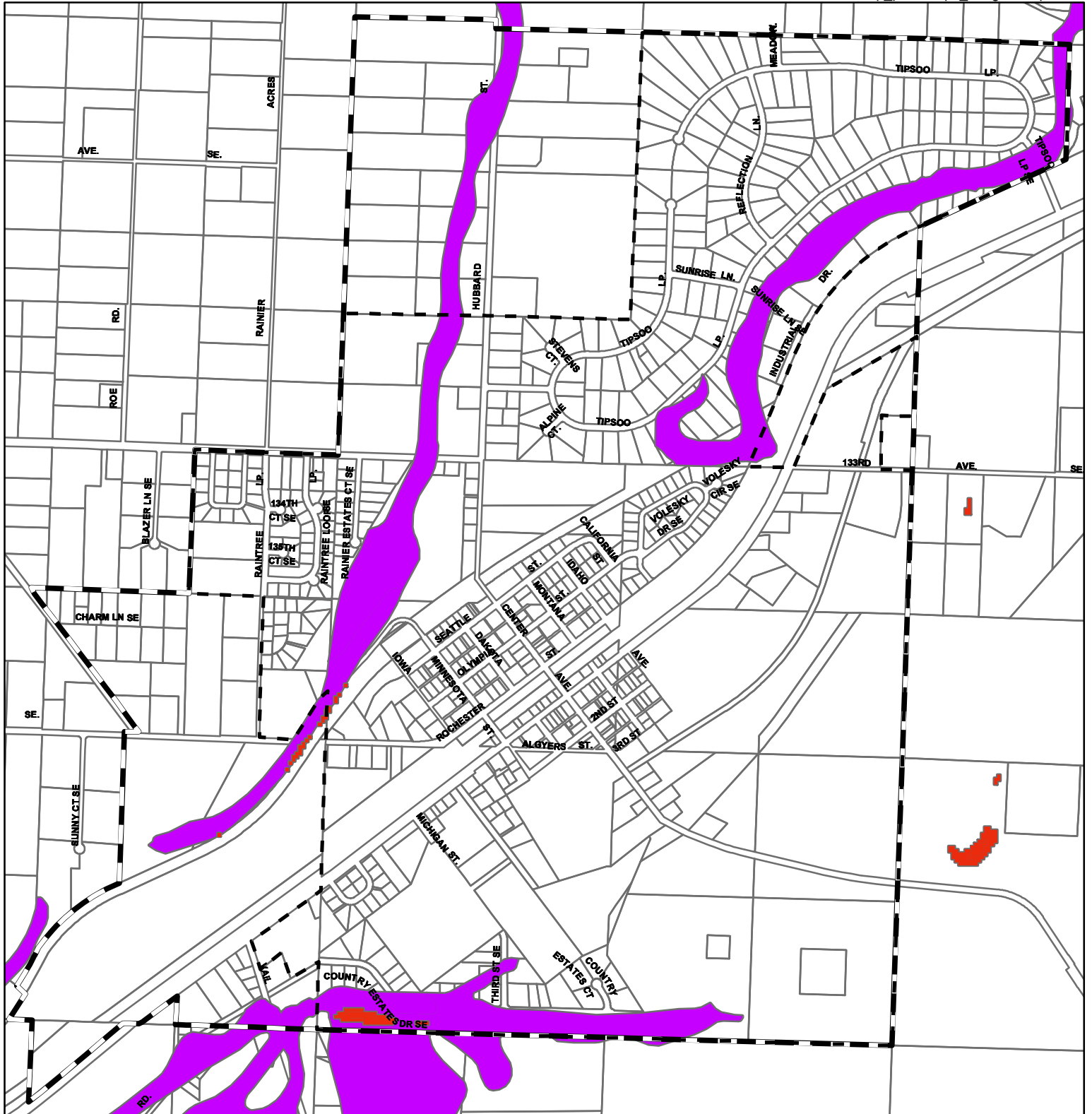
1,200 600 0 1,200 Feet

## Map 5: Landslide and Erosion Hazards

Map Produced By: Thurston Regional Planning Council

April 2004

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This map illustrates a proposed subdivision within the Rainier Estates area. The map features a grid of streets and property boundaries. Key streets include Rainier, Hubbard, and 133rd Ave. The proposed subdivision is outlined by a dashed line, showing several lots and a central area labeled 'COUNTRY ESTATES'. The map also shows existing streets such as Blazer Ln, Charms Ln, Sunny Ct, and various other residential streets. The map is color-coded, with red areas indicating existing lots and yellow areas indicating the proposed subdivision. The map is titled 'RAINIER ESTATES' in the top right corner.

## **CHAPTER III - CAPITAL FACILITIES**

### **A. INTRODUCTION**

In order to comply with state laws, maintain and improve public services to citizens, and accommodate orderly growth, this chapter provides an inventory of existing capital facilities and their condition and establishes a timeline for meeting the city's capital facilities goals. This chapter also discusses public services such as police and fire protection and the school system. Rainier's public water and wastewater systems, in addition to the city's buildings, vehicles, and parks are discussed in this chapter. City transportation facilities are summarized in this chapter but are addressed in more detail in the transportation element. Private utilities such as electricity, natural gas, telephone, and cable service are addressed in the utilities element. This chapter is organized into 11 sections:

- Introduction
- Water Supply System
- Sewage Disposal
- Stormwater Management
- Streets
- City Buildings
- City Equipment
- Parks and Recreation Facilities
- Police and Fire Protection
- Rainier School System
- Goals and Policies

#### **1. DEFINITION OF CAPITAL IMPROVEMENT**

This capital facilities element is concerned with needed improvements which are of relatively large scale, are generally non-recurring, and which may require multi-year financing. For the purposes of this plan, a capital project is defined as an expenditure greater than \$3,000 for an item with a life span of at least three years.

#### **2. CRITERIA FOR FUNDING PROJECTS**

Rainier has three general criteria for the funding of capital improvement projects. First, the city is committed to meeting all county, state, and federal laws and regulations, particularly as they apply to public health and safety. Second, the city wishes to meet its capital facilities needs in the most cost-effective manner possible. To this end, the city will attempt to invest in facilities which, if left unimproved, will cost more in the future or will require higher expenditures on operations and maintenance. Finally, the city attaches much importance to financial responsibility. While the city anticipates that the capital improvements

included in this plan will contribute to greater economic vitality, fiscal prudence dictates that the city must plan for relatively flat revenues over the next few years.

### **3. INCLUSION OF PROJECTS IN THE URBAN GROWTH AREA**

Public works projects anticipated to serve Rainier's UGA are also discussed in this chapter. Because Rainier plans to annex portions of the UGA incrementally over the next twenty years, readers should keep in mind that the estimated cost of the UGA projects presented in this chapter will be spread out and will not burden the city all at once.

### **4. FUNDING SOURCES IDENTIFIED FOR 2005-2010**

Consistent with requirements for capital facilities plans of the Growth Management Act and of the Public Works Trust Fund, the anticipated source of funding for each project occurring within the six year planning period 2005-2010 is identified in the six-year capital facilities plan.

Capital outlays in Rainier tend to vary a great deal from year to year, depending on need and the ability of the city to secure grants to fund particular projects. In the past, Rainier has not typically allocated general fund revenues for large capital projects. Rather, these projects are funded through bond issues, state and federal grants, and revenues from enterprise funds, such as water and solid waste fee revenues. For example, some of the city's potable water system improvements have been financed through a bond financed by the Farmer's Home Administration. Other water distribution system improvements will be financed through a Community Development Block Grant. Appendix B summarizes some potential financing options (loan and grant programs) for Rainier's capital facilities financing.

Abbreviations used in this chapter for funding sources include:

CCWF	Centennial Clean Water Fund
CDBG	Community Development Block Grant, Department of Community, Trade, and Economic Development
FEMA	Federal Emergency Management Administration
PWTF	Public Works Trust Fund
TIA	Transportation Improvement Account, Dept. of Transportation
RGF	Rainier General Fund
RSF	Rainier Streets Fund
RWF	Rainier Water Fund

All projects planned to occur after the year 2004, including those involved with the city's expansion into and annexation of the UGA, have cost estimates associated with them, although sources of funding have not yet been identified for

all projects. If one or more of the public sector funding sources cited is unavailable, then the project will be delayed until alternative funding is secured.

## **5. RELATIONSHIP OF THIS CHAPTER TO THE THURSTON COUNTY COMPREHENSIVE PLAN**

This capital facilities plan was developed in coordination with the capital facilities planning efforts of other jurisdictions, especially Thurston County's. Thurston County's Capital Facilities Plan applies to the lands in the unincorporated UGA until these lands are annexed by the City of Rainier.

## **6. PLANNING ASSUMPTIONS**

Several assumptions described elsewhere in this plan are pertinent to the capital facilities element. This section will list those assumptions, and the calculations throughout the remainder of this capital facilities element will rely upon the assumptions. This approach ensures that the capital facilities element is consistent with the land use element and provides an accurate estimate of the costs associated with implementing the plan.

- The most current population estimate available for the City of Rainier is for the year 2003. The 2003 population for the City is estimated at 1,515. It is estimated by Census 2000 and TRPC that the City has 551 dwellings as of 2002. The 1999 TRPC Population and Employment Forecast expects the City will have 637 dwelling units by 2005.
- The 1999 TRPC Population and Employment Forecast projects that population in Rainier is forecast to increase to 1,790 by the year 2010 and to 2130 by the year 2025. The city could be expected to accommodate approximately 235 new residents in the next six years and 575 new residents by the year 2025.
- The 1999 TRPC Population and Employment Forecast expects the City will need approximately 708 dwelling units by the year 2010 to accommodate expected population growth. This is an increase of 157 new dwelling units above the estimate for 2002. The forecast projects the City will have 845 dwelling units by 2025, an increase of 294 units above the 2002 level. Using the Census 2000 household size, an average of 2.82 persons will live in each household.
- As lands are annexed from the UGA, all new residential development will occur at one unit per acre densities until an alternative method of disposal is available, but configured in such a way that infill at medium densities will be possible later. Clustering will be encouraged in subdivisions.

- Infill within city limits will eventually occur at 1:1, 4:1, and 6:1 densities (see Map 1). It is assumed that the area within city limits that is zoned for six units per acre will ultimately be built-out with multi-family units.
- Densities higher than one unit per acre will not be allowed until an alternative method of sewage disposal is provided. Therefore, it is assumed that the city will build its own sewage disposal system sometime between 2005 and 2025.
- New developments will be required to provide water lines and construct roads, both within the development and leading up to it. Once an alternative method of sewage disposal become available, the city will require developers to extend associated lines up to and within new developments. Developers are currently required to construct new units with STEP systems, which can later be tied into community sewage disposal systems.
- The City should consider adopting an impact fee ordinance to offset financial impacts of new dwelling units on the community as they relate to schools, streets and parks. Studies must be prepared that clearly show the nexus between the financial impact of each dwelling to the schools, streets and parks. (Amended by Ordinance #548).

## **B. WATER SUPPLY SYSTEM**

Water service is provided by the City of Rainier. The Washington State Department of Health categorizes public purveyors of potable water into two groups. The Group "A" water systems have 15 or more service connections, regardless of the number of people served, or serve 25 or more people per day for a minimum of 60 days per year. Group "B" systems serve less than 25 people for 60 days or more per year. Rainier owns its own municipal class "A" water system.

Rainier is certified for 725 eru's (equivalent residential units). The city currently has 643 connections. Twenty-three homes outside the city limits are being served with city water and the remaining 620 connections are within city limits. New water connections cost \$3,000, which includes connection charges, installation, and the meter. Out of every \$3,000 collected for new water connections, \$1,500 will go into the water construction fund and \$700 will go into the water storage construction fund.

The city has purchased a 65KW generator which is sited at the well 3/6 compound to provide backup during prolonged power outages.

In 2001 the city put on line a chemical treatment plant to control water PH in order to comply with the Federal Lead and Copper Rule.

## 1. **SOURCE**

There are five municipally-owned water wells, but only three wells are on-line.

A 500 gpm pump was included in a previous six-year capital facilities plan and was installed in well number six in August 1998 when that well was rehabilitated.

Well #3 is pumping at a rate of 300 gpm due to water right restrictions.

The city has constructed well #6 and is currently attempting to transfer water rights from abandoned wells on several city-owned parcels. The City received a 200 gpm transfer from the Rainier School District from DOE in 2004.

Table 1 illustrates system capacity for components of the Rainier water system.

**Table 1: Capacity of the Rainier Water System**

Well	Pumping Capacity (gallons per minute)	Gallons per day
Well #1	50	72,000
Well #2	50	72,000
Well #3	300	432,000
Well #4	50	72,000
Backup Well #6	200	288,000
Total Capacity	650	936,000

Note: Wells 1 & 2 are emergency backup use only.

## 2. **STORAGE AND QUALITY**

The city currently has two reservoirs (storage towers). The steel tower has a storage capacity of 100,000 gallons. It was originally installed in 1950, but has been reconditioned and a seismic upgrade completed in 2003. A newer concrete tower provides 285,000 gallons of storage capacity, resulting in a total of 385,000 gallons of storage capacity.

Rainier monitors the municipal water supply and water samples consistently meet state water quality standards. Elevated nitrate levels have been recorded in the past, but nitrate levels have always been within state water quality standards.

## 3. **DISTRIBUTION**

The existing system consists of 12-inch mains, and lines of 10", 8", 6", 4", and 2." Service lines are 2", 1 1/2", and 1". In 1989 new water distribution lines were installed in the downtown area, so most of the distribution system consists of newly placed lines and valves.



Consistent with an earlier capital facilities plan, the city replaced the distribution lines in the Mountain View Estates area. Six and eight inch water lines and fire hydrants were installed. In 1994 the city applied for and received a \$484,000 Community Development Block Grant to finance these improvements, which were completed in 1995.

#### **4. CURRENT WATER DEMAND**

The city's water sources are metered through a sophisticated telemetry system. Table 2 shows the average daily water usage during peak and non-peak months in 2003. Because water use is predominantly residential in the city, with commercial land use accounting for only 3 percent of the city's land use, existing demand was analyzed using residential demand only, rather than consideration of equivalent residential units.

Average daily demand during non-peak seasons is approximately 156,450 gallons per day, or 252 gallons per connection per day. The 2000 census reported the average household size in Rainier to be 2.82 persons. Therefore, the existing level of service can be calculated as 89 gallons per person per day. During peak months, average daily demand soars to 272,300 gallons per day, which is 439 gallons per connection per day, or 156 gallons per person per day. This is primarily due to irrigation. Because the pumping capacity of the existing system is limited to 550 gallons per minute, during peak hours the system must supplement pumping from the wells with water from the reservoir. During the summer of 1992 the city had to place restrictions on water use to every other day in order to maintain sufficient water in the reservoir for fire protection needs. (The reservoirs were utilized to the point that only 68 percent of the total storage capacity was available should there be a fire. Fire officials have indicated to the city that reservoirs should not go below 65 percent of available capacity.)

**Table 2: Water Usage - 2003 Peak and Non-Peak Months**

<b>Month, Year</b>	<b>Peak or Non-peak</b>	<b>Average Daily Demand</b>
June, July, August 2003	Peak	272,300 gallons
October, November, 2003	Non-peak	156,450 gallons

Source: Rainier Public Works Department, April 2004

## **5. PROJECTED WATER DEMAND**

In order to project water demand through the year 2025, it is necessary to project the number of households for the planning period. These projections of the number of households are derived from the population projections included in the land use element. Table 3 includes a projection of residential water demand in Rainier for the years 2005 and 2025.

**Table 3: Projections of Water Demand: 2005 and 2025**

	<b>Year 2005</b>	<b>Year 2025</b>
Number of Households	637	845
Total average daily demand (based on 252 gallons/day/ household)	160,524 gallons	212,940 gallons
Pumping capacity required	111 gallons/minute	148 gallons/minute
Total peak daily demand (based on 439 gallons/day/ household)	279,643 gallons	370,955 gallons
Pumping capacity required	194 gallons/minute	258 gallons/minute

Assuming that none of the pumps go out of operation and that the city can continue pumping at its present rate, there should not be a water supply deficiency in the next twenty years.

## **6. PROPOSED PROJECTS AND SOURCES OF FUNDING**

### **a. Charm Road Water Distribution System Upgrade**

The Charm Road water distribution system, which is inside the urban growth area, , may also need to be upgraded sometime in the future. The city has installed a master meter at the city limits and has considered having the out-of-city water customers in this area form an association which would be responsible for the maintenance of the water lines.

### **b. New 650,000 Gallon Reservoir**

A new 650,000 gallon reservoir is planned to be constructed as soon as financially possible on County property near the County Gravel Pit on 133<sup>rd</sup>. The city will apply for \$750,000 from the CDBG fund and from the Public Works Trust Fund (PWTF) in conjunction with money from the city's water storage construction fund to finance the new reservoir. Fire officials will continue to monitor water levels after installation of the new reservoir to ensure that water levels do not go below 65 percent available capacity, which is the amount needed for adequate fire-fighting capacity should there be a fire.

As an option, city engineers are considering two 350,000 gallon storage reservoirs, one on the North side of the city and the other on the South side of

the city. These would supplement the existing 385,000 gallon storage the city currently has.

**Table 4: Proposed Water System Projects**

<b>2005-2010</b>	<b>Project Name</b>	<b>Estimated Cost</b>	<b>Source of Funds</b>
Date TBD	New 650,000 gallon reservoir	\$750,000	CDBG, PWTF, City funds

Source: Rainier Public Works Department

## **7. PROTECTION AND CONSERVATION OF THE WATER SUPPLY**

With septic systems as the only available sewage disposal process, the city is concerned about contamination of drinking water by septic effluent. Many of the septic systems in use within and near Rainier are old. Development and implementation of a wellhead protection plan and construction a public sewage treatment system could greatly facilitate protection of the aquifer.

The Growth Management Act requires approval of new building permits to be conditioned upon availability of an adequate supply of water at the time of development. In addition to making improvements to the municipal water supply system, Rainier will emphasize water conservation and protection of the aquifer.

As an alternative method to meet increasing demand, the Department of Health and the Department of Ecology emphasize water conservation planning. Public participation in water conservation can be achieved by public education, restructuring the water rates to promote conservation, or a combination of the two above. Promoting wise water use now could prevent the occurrence of a drastic water supply problem and could reduce the need for new pumps and reservoirs in the future. Several potential water conservation measures are discussed below.

- **Include consumption history on water bills.** Showing the increase or decrease in water use over other periods will allow customers to track their conservation progress.
- **Set water rates to encourage conservation.** The city has established incrementally increasing water rates for increased consumption. This has provided an economic incentive to conserve.
- **Reduce system loss.** The city has established a leak detection and control program to identify needed repairs which has helped to eliminate loss in the system, reducing overall operation costs.
- **Reduce system pressure.** Installing pressure reducing valves in areas of high pressure will reduce flow through plumbing fixtures, thereby decreasing use.

- **Residential retrofit kits.** Water saving devices such as toilet dams, toilet tank leak detection dye, showerhead flow restricters, faucet aerators, etc., can be distributed to customers.
- **Incentives for new construction.** Efficiency in new construction can be encouraged by reductions in hook-up fees and building permit costs.
- **Low-water use landscaping.** Outdoor watering can be reduced through soil improvement, efficient irrigation, use of mulches, appropriate maintenance, and plant selection and design.
- **Public education.** Information can be distributed through mailings, as part of school programs, at demonstration projects, or at workshops. Literature is available from the Department of Health and the Department of Ecology.

## C. SEWAGE DISPOSAL

### 1. CURRENT SYSTEM

Disposal of sewage within Rainier is currently accomplished exclusively through the use of conventional on-site sewage disposal systems. These systems typically consist of a septic tank and subsurface absorption system, either a drainfield, or a sump, or both. The septic tank serves three principal functions: it separates solid portions of the waste stream from the residual liquid known as effluent; provides storage for the solid portions; and provides an environment for anaerobic decomposition of the solids. The effluent passes from the septic tank to the subsurface absorption system where, under ideal circumstances, it is absorbed and treated within the soil column.

When on-site septic systems are properly designed and constructed, installed in adequate soils, and used at low development densities, they can represent a satisfactory long-term form of sewage disposal. However, if they are improperly designed or constructed, installed in inadequate soils, or used at high development densities, they can adversely impact surface and groundwater quality and public health. The disposal capacity of a system is determined primarily by the soil conditions and the design of the system. The surrounding soils must be unsaturated and at least moderately permeable.

**a. Residential Systems**

The amount of land area that is currently necessary to install an on-site sewage disposal system is largely determined by the textural quality of the soil at a given site. The Washington State Board of Health and Thurston County Board of Health have established standards for minimum residential lot sizes based on the texture of soils present at each development. The Board of Health rules for on-site sewage disposal divide soils that are capable of supporting on-site sewage disposal systems into five textural types or categories, each with an associated residential lot size requirement. These soil types and associated lot sizes are presented in Table 5 below, and apply to any subdivision, mobile home park, multi-family housing, or commercial establishment approved after June 30, 1984.

As outlined in the Thurston County Critical Areas Ordinance, in certain aquifer categories, a hydrogeological report is required to determine the maximum dwelling unit density that will be permitted and mitigations for non-residential activities.

**Table 5: Minimum Land Area Requirement,  
Single Family Residence or Unit Volume of Sewage<sup>1</sup>**

Type of Water Supply	Soil Type <sup>2</sup>					
	1A, 1B	2A, 2B	3	4	5	6
Public	0.5 acre <sup>3</sup>	12,500 sq ft	15,000 sq ft	18,000 sq ft	20,000 sq ft	22,000 sq ft
Public	2.5 acre <sup>4</sup>	12,500 sq ft	15,000 sq ft	18,000 sq ft	20,000 sq ft	22,000 sq ft
Individual, on each lot	1 acre <sup>5</sup>	1 acre	1 acre	1 acre	2 acres	2 acres
Individual, on each lot	2.5 acres <sup>6</sup>	1 acre	1 acre	1 acre	2 acres	2 acres

<sup>1</sup>Chapter 245-272 WAC, adopted March 19, 1994. Note: These are the most recently adopted state sewage regulations. New local Board of health regulations have not been adopted.

<sup>2</sup>Defined by Section 11001 of Chapter 246-272 WAC.

<sup>3</sup>Due to the highly permeable nature of type 1 soil, only alternative systems which meet or exceed Treatment Standard 2 can be installed.

<sup>4</sup>A conventional gravity system in type 1 soil is only allowed if it is in compliance with all conditions listed under WAC 246-272 11501(2)(h). One of these limiting conditons is a 2.5 acre minimum lot size.

<sup>5</sup>See 1 above.

<sup>6</sup>See 2 above.

**b. Commercial and Institutional Systems**

The minimum lot requirements above apply to residential and non-residential development. Because the city has no central sewer facilities, non-residential

development will require large lot sizes. Some of the areas zoned for commercial facilities in Rainier lack sufficient land area to accommodate the total development needs. Within the central business district, disposal areas for existing on-site sewage systems are limited, and replacement areas are virtually non-existent

Land in the UGA zoned Service Commercial upon annexation to the City provides new areas for businesses to locate. Lot sizes should provide enough room for accompanying on-site sewage systems.

**2. PROPOSED PROJECTS AND SOURCES OF FUNDING**

Because it is not certain when an alternative method of sewage disposal will be provided, after lands are annexed from the UGA they will initially be built out at one unit per acre, with clustering encouraged in subdivisions. Once an alternative method of sewage disposal becomes available, these lands will be infilled at their proposed densities. This will allow Rainier to accommodate the projected population increase and comply with county Board of Health regulations.

**Table 6: Proposed Sanitary Sewer System Projects**

<b>2005-2025</b>	<b>Project Name</b>	<b>Estimated Cost</b>
2005-2025	Sewer Construction (city only)	\$17,000,000 – \$20,000,000
2005-2025	Sewer Construction (UGA)	unknown

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Source: Rainier Public Works

Even though providing centralized sewage disposal facilities will be expensive and difficult, the City of Rainier realizes that it is the best way to protect the city’s water supply in the long term. Additionally, new housing cannot be built at densities the city desires without enhanced treatment and active sewage management.

**D. STORMWATER MANAGEMENT**

**1. CURRENT SYSTEM**

No public stormwater management facilities exist within the city at this time. Stormwater management needs are addressed on a site by site basis within the city; each development must provide its own stormwater management facilities. There are a few problem areas in city, as described below. When these or any other streets are improved or new ones are constructed, water quality BMPs will be included as part of the project, in accordance with the Thurston County

Drainage Design and Erosion Control Manual, which was adopted by reference in June 1994. The city will continue to require that stormwater management be the responsibility of the development that impacts drainage conditions.

Storm drains along Centre Street empty into a series of dry wells connected to each other (composed of drain rock, filtering pipes, and dispersers). There is one pump station for the Rainier Meadows area which disperses water into the Wilkowski Park area. However, there are no actual retention ponds in city.

The Puget Sound Water Quality Authority's 1991 Water Quality Management Plan, which applies to all cities and cities in the Puget Sound basin, including Rainier, requires each jurisdiction to establish a "Basic Program" for stormwater management by December 31, 1994 (revised date). The intent of the Basic Program is to protect shellfish beds, fish habitat, and other resources; to prevent the contamination of sediments from urban runoff; and to achieve standards for water and sediment quality by reducing and eventually eliminating harm from pollutant discharges from stormwater. The Basic Program must consist of:

- a. Ordinances establishing the minimum stormwater requirements applicable to all new development and to redevelopment. Minimum requirements must address:
  - Erosion and sediment control during construction.
  - Preservation of natural drainage systems.
  - Source-control of pollution.
  - Treatment of stormwater runoff.
  - Erosion control for streambanks.
  - Additional standards may be applicable if discharging to a wetland.
  - Off-site monitoring and analysis.
  - Operation and maintenance of installed stormwater facilities.
  - Bonding to ensure compliance with standards.
- b. Design standards for stormwater facilities. Either the Department of Ecology's standards or a set of standards substantially equivalent must be adopted.
- c. Operations and maintenance programs applicable to new and existing public or private drainage systems and facilities.
- d. A program to educate citizens about stormwater and its effects on water quality, flooding, and fish habitat.

The above measures will be addressed in the Goals and Policies section of this element.

## **2. DRAINAGE, FLOODING, AND RUNOFF PROBLEMS**

Surface runoff from roads, parking lots, and other areas carries pollutants into the aquifer upon which Rainier relies for its drinking water. Flooding and drainage problems can cause septic tank leaks or backups, and can cause great damage to streets, sidewalks, and building foundations.

Areas in city experience occasional flooding due to inadequate stormwater facilities. The intersection of SR 507 & Minnesota St. As routine street maintenance is done in this area , associated stormwater drains will be added or improved. Street projects are described in more detail in Section E, below, and in the transportation element of this plan.

### **E. STREETS**

The City of Rainier currently maintains 12.2 miles of streets. The city will assume maintenance responsibility over roads in the UGA as these lands are annexed by the city. A more detailed description and analysis of Rainier's transportation system and proposed projects appears in the transportation element. Table 7 presents a summary of the projects described in greater detail in the transportation element.

Developers are required to build roads leading up to and within new subdivisions. All other streets projects are planned to be funded either through the Rainier Streets Fund (RSF), the Transportation Improvement Board's (TIB) small city grant programs, or other sources of state or federal funds.

An application to the Transportation Improvement Board (TIB) to improve the school bus route on Minnesota and Dakota Streets was turned in by the city in early 2000 . Some funds were awarded for this project in 2001.

A private engineering firm has identified a major transportation facility improvement in which may be needed sometime in the future. Conversion of SR 507 and Rochester Street to a one-way couplet from California Avenue to Minnesota Avenue may be needed in the future as traffic in downtown Rainier increases (see Appendix G).



**Table 7: Proposed Streets Projects**

<b>Timeline</b>	<b>Project Name</b>	<b>Estimated Cost</b>	<b>Likely Source of Funds</b>
2005-2010	Centre Street Improvements– Resurface and add sidewalks	\$200,000	TIB
2005-2010	133 <sup>rd</sup> Ave South Improvements – Resurface, increase travel lane widths, and add sidewalks	\$300,000	TIB
2005-2010	Rainier Road Extension – Feasibility Study – conduct feasibility study to determine benefit of extending Rainier Road to SR 507 at Vail Cut-off Road.	\$250,000 study	for TIB, WSDOT, TRPC

**F. CITY BUILDINGS****1. INVENTORY**

The City Hall, and Fire Station are located in the downtown core area, while the Public Works Building is located just north of this area (Police protection is a contracted service with the City of Tenino as of Spring 2004)

**Table 8: City Building Inventory**

<b>Facility and Location</b>	<b>Built</b>	<b>Value</b>
City Hall	1990	\$161,000
Police and Fire Building	1950s	\$352,000
Public Works Building 1	1998	\$80,000
Public Works Building 2	2003	\$36,000

Source: Rainier Public Works Department

**2. PROPOSED PROJECTS AND SOURCES OF FUNDING**

The city plans to expand the city hall building in 2008 to better accommodate larger audiences. The city's Public Works Department was moved from its previous location downtown to a new site near the city's water reservoir (at the north end of Minnesota Street) in 1986 .

**Table 9: Proposed Projects, City Buildings**

<b>2005-2010</b>	<b>Project Name</b>	<b>Estimated Cost</b>	<b>Source of Funds</b>
2008	Town Hall expansion	\$50,000	RGF

Source: Rainier Public Works Department

## **G. CITY EQUIPMENT**

### **INVENTORY**

**Table 10: Equipment Inventory**

<b>Year</b>	<b>Make, Model, and Description</b>
1985	Ford F-250 service truck
2003	Cat 420D
1980	International 5-yard dump truck
1982	Elgin Sweeper
1971	International 4-yard sand truck
1979	MF slope mower
1984	Ford F-800 garbage truck
1978	Ford F-800 garbage truck
1981	International 25 Yard Garbage Truck
2003	Ford F-250 with Snow Plow \$27,000

Source: Rainier Public Works Department

The Parks Department also has three riding mowers and a mower trailer.

## **H. PARKS AND RECREATION**

### **1. PARKS CLASSIFICATION SYSTEM AND INVENTORY**

The City of Rainier operates five public park facilities. There are also two private parks in city. Although they are not open to the public, they are available to some members of the community, and are therefore included here. Rainier's schools also provide recreation opportunities for the community. The park and recreation facilities in Rainier can be classified according to the following system:

#### ***Mini-Park***

A mini-park is characterized by passive recreation or specialized facilities that serve a concentrated or limited population or a specific group, such as children or senior citizens.

Service Area:	Approximately 1/4 mile radius
Size:	No minimum to approximately one acre
Service Standard:	Approximately 0.3 acres per 1,000 population

#### ***Neighborhood Park***

Neighborhood parks are designed to serve the immediately surrounding residential population or employment base. They often include areas for active recreational activities, such as ball fields and courts, as well as passive recreation areas.

Service Area: Approximately 1/4 - 1/2 mile radius  
 Size: No minimum to 15+ acres  
 Service Standard: 2 acres per 1,000 population

***Community Park***

Community parks are designed to serve the surrounding community. Community parks may contain special amenities attractive to visitors throughout the area. Such parks often consist of significant natural features, such as large tracts of open space or natural areas.

Service Area: Approximately 1 - 2 mile radius  
 Size: Approximately 2 to 20+ acres  
 Service Standard: 6 acres per 1,000 population

***Special Use Park***

Special use parks are devoted to specialized or single purpose activities, such as golf courses, hiking or bicycle trails, zoos, arenas, plazas, squares, boulevards, and parkways.

Service Area: No applicable standard  
 Size: Variable  
 Service Standard: No applicable standard

Using the above park land designations, parks within Rainier may be classified as follows:

**Table 11: Parks Within the Rainier Planning Area**

<b><u>Park Facility</u></b>	<b><u>Acreage</u></b>	<b><u>Improvements</u></b>	<b><u>Park Type</u></b>
Raintree Park	0.5	big toys, basketball court, picnic tables, grassy park, stoves	Neighborhood park
Gehrke Park	3.5	open space, stoves, playground equipment	Mini-park
Wilkowski Park	1.5	grassy open space	Neighborhood park
Rainier Sportsman's Park/ Bus Kern Memorial Park	20.5	ORV track, grassy open space	Private park
Rainier Elementary School Playfields	6	playground equipment, grassy open space	Available to community
Rainier High School	10	football field, track, basketball court	Available to community
Holiday Park	0.2	Gazebo, grass	Mini-park
Veterans Park	0.2	Flags (Planned Memorial)	Mini-park

**a. Parks**

The service standards for each type of park can be used to evaluate whether the existing supply of recreational land is adequate to meet the demands of the residents of Rainier. Recommended level of service standards are as follows:

**Table 12: Park Level of Service Standards**

<b>Park Type</b>	<b>Recommended Level of Service Standard</b>
Mini-Park	Approximately 0.3 acres/1000 population
Neighborhood Park	2 acres/1000 population
Community Park	2 acres/1000 population

For purposes of analysis, the private parks and community parks have been grouped into the same category. While the private park is not open to the general public, it is available to some portion of the community, and should therefore be considered as part of the city's recreation facility base.

**Table 13: Recreational Land Needs in Rainier**

<b>Park Type</b>	<b>Total Acres</b>	<b>Acre/1000 population in city only (2003)</b>	<b>Acres/1000 population in city and UGA (2010)</b>	<b>Acres/1000 population in city and UGA (2025)</b>
Mini-Park	3.9	2.6	2.2	1.8
Neighborhood	2.0	1.3	1.1	0.9
Community/ private	37.5	24.7	20.9	17.6

Based upon the above standards, Rainier would need approximately 0.9 additional acres of neighborhood park by 2010 and 1.1 additional acres of neighborhood park by 2025. The need for this acreage could be satisfied through a requirement that new residential developments over a certain number of units dedicate or reserve recreational acreage (or fees in lieu of acreage) for recreational use by the residents of the development.

**b. Open Space**

The Growth Management Act requires cities to identify open space corridors within and between urban growth areas. These corridors include lands that are useful for recreation, wildlife habitat, trails, and connection of critical areas. Open space corridors provide important linkages for wildlife habitat and can serve to knit the community together through a system of trails. The most prominent open space corridors within the city and UGA are the railroad rights-of-way for the Burlington Northern and Chehalis Western Railroads.

Open space around Rainier and the city's open spaces and public rights-of-way contribute to the small city atmosphere and are considered very important to the city's quality of life. These open spaces also help to protect air and water quality. As Rainier grows in area and population, it is important that open spaces are preserved.

## **2. PROPOSED PROJECTS AND FUNDING**

### **a. Wilkowski Park Improvements**

In cooperation with the Thurston County Parks Department, the City of Rainier plans to spend \$20,000 over the next five years to make several improvements to Wilkowski Park. Plans include a grandstand, several RV spots, and installation of an on-site septic system and restrooms. This would provide the city with a centralized location for festivals and carnivals.

### **b. Playground Equipment**

The city plans to budget \$1,500 every year from its general fund to purchase a new piece of playground equipment or other piece of recreational equipment, such as new picnic tables, for the city's parks. This money can only be used for playground equipment or recreational equipment. (Although this is not technically a 'capital project', it is mentioned here to inform the reader of the city's plans).

### **c. Burlington Northern Railroad Right-of-Way Trail**

As mentioned in Chapter I of this plan, Thurston County has recently acquired the entire length of a Burlington Northern Railroad right-of-way (ROW) from Tenino to Yelm. This ROW runs through Rainier between SR 507 and Rochester Street. Thurston County has constructed a paved trail through the city and plans to construct trail head facilities in the near future. Long-term plans (i.e., after 2005 ) calls for complete development of a south county trail system linking parks and rural areas to Rainier, Tenino, and Yelm.

The city's long-term vision includes eventual development of a pedestrian-oriented commercial core on both sides of this ROW. Adoption of a western theme for development within this commercial core has been considered.

The Rainier Lion's Club plans to donate funds and begin work on the right-of-way trail within Rainier city limits as soon as it receives permission from the county parks department. The city would like to see the ROW trail used for walking, bicycling, and horse riding.

### **d. State School Lands**

South of current city limits and within Rainier's 'area of influence' (see future land use map) lie 120 acres of State School Land. Timber revenues from this land go to the state education fund. This land was clearcut in 2004 and will be replanted in the future.

**Table 14: Proposed Parks and Recreation Projects**

<b>2005-2010</b>	<b>Project Name</b>	<b>Estimated Cost</b>	<b>Source of Funds</b>
2005-2010	Wilkowski Park improvements	\$20,000	RGF
<b>2005-2025</b>	<b>Project Name</b>	<b>Estimated Cost</b>	<b>Average Annual Cost</b>
2005-2025	Playground equipment	\$22,500	\$1500
2005-2025	ROW Trail improvements	unknown	unknown

## **I. POLICE AND FIRE PROTECTION**

### **1. EXISTING CONDITIONS**

#### **a. Police Department**

In recent years, due to budget constraints as a result of citizen initiatives, the city had to lay off several police officers and cut back on police services. The police station was not manned 24 hours a day and was co-located within city hall as a result of roof failure in the police station. A new facility was badly needed.

As a result of these ongoing budget constraints, in 2004 the city terminated the provision of its own police services. As of April 2004 the city will be contracting for police services from the City of Tenino.

The surrounding county (including Rainier's UGA) is served by the Thurston County Sheriff Department. The area lies within Thurston County "E" (Edward) Area.

#### **b. Fire Protection and Emergency Medical Services**

Fire protection and emergency medical services for the City of Rainier are provided on a contract basis by Thurston County Fire Protection District #4. The total service area, including the City of Rainier, is approximately 35 square miles. The district has three stations; the main station in Rainier, a substation at Vail, and a substation at McIntosh Lake. All district personnel are volunteers.

The average response time (time from dispatch to first officer/EMT enroute) is approximately 2-4 minutes. On scene time is dependent on location of the call and averages 4-6 minutes. Advance Life Support services are provided by paramedics from Yelm, Lacey, Tumwater, or Olympia and averages

approximately 6-10 minutes. The district had 426 fire and medical calls in 1994, forty-eight percent of those calls were within the city limits of Rainier.

The Washington Survey and Rating Bureau assigns ratings to fire districts. These ratings measure available water supply systems, fire department staff and equipment, fire alarm systems, fire protection programs, building department enforcement of codes, and structural conditions of buildings. Ratings are from 1 to 10, with 1 being the highest or best rating. Fire District #4 has a rating of 7.

## **2. PROPOSED PROJECTS AND SOURCES OF FUNDING**

### **a. Fire Protection and Emergency Medical Services**

The fire district has three sources of funding: 1) property tax revenues; 2) fees received through a contract for fire and emergency medical services from the City of Rainier; and 3) a nominal share of the Thurston County Medic One funding allocated on the basis of population served and number of emergency medical calls to which the district responded. The contract with the City of Rainier is currently supported from the city's general fund. The contract fee is based on the current levy amount per one thousand dollars assessed property value, the same as that paid by a district resident.

As the population of the city grows it is safe to assume the requests for emergency medical services and fire support will increase. Planning for additional resources will be required as the population grows, because a completely volunteer fire department may not be adequate. A combination paid and volunteer department is an option. An additional facility and additional vehicles and equipment may also be required.

The fire district, plans to apply for a Community Development Block Grant to build a headquarters station building. This building would house the fire department and would replace the current fire station within city limits. The cost of such a facility has not been determined at this time, so it is impossible to provide an estimated cost in the table below. However it is known that the fire district would provide the local match requirement. The fire district would like to see this project completed within the next 4 years, but without a CDBG grant, it may be longer.

**Table 15: Proposed Expenditures for Fire Protection**

<b>2005-2010</b>	<b>Project Name</b>	<b>Estimated Cost</b>	<b>Source of Funds</b>
2005-2006	Headquarters Station Building	\$600,000	FEMA

## **J. RAINIER SCHOOL SYSTEM**

The Rainier study area is served by Rainier School District. The Rainier School District draws students from an area much larger than the long-term UGA, and has a primary and elementary school (grades K-6), one junior high (grades 7-8) and one senior high school (grades 9-12).

**Table 16: Rainier School District, Student Enrollment, 1990-2003, and Classroom Teachers, 2002-2003**

School District	Student Enrollment					Percent Growth 90/91-02/03	2002-2003	
	1990-1991	1995-1996	2000-2001	2001-2002	2002-2003		Classroom Teachers	Students/Teacher
Rainier	619	846	921	965	918	48.3%	58	15.6:1

Source: Thurston Regional Planning Council, The Profile, 2003.

Enrollment grew 48 percent between the 1990-91 school year and the 2002-03 school year. However, between the 2001-02 school year and 2003-03 school year enrollment fell by 4.8 percent. The Thurston Regional Planning Council's 1999 Population and Employment Forecast indicates that population in the school district is expected to increase by approximately 27 percent between the years 2005 and 2025.

**Table 17: Population Forecast for Rainier School District, 2000 – 2025**

School District	Estimate				Forecast				
	2000	2001	2002	2003	2005	2010	2015	2020	2025
Rainier	4,047	4,133	4,182	4,256	4,660	5,300	5,880	6,400	6,870

Source: Thurston Regional Planning Council, The Profile, 2003.

The city allows school facilities in the proposed future residential land use categories, so finding locations for new school facilities which may be needed should not be a problem in the future.

## **K. GOALS AND POLICIES**

The City of Rainier will adopt all the goals, policies, and actions listed below. Thurston County will adopt goals, policies, and actions denoted with an asterisk (\*).

**\*Goal CF-1: Coordinate timing, expansion, and location of public facilities to meet present demand and allow for future growth in a cost-effective manner.**



- Policy CF-1.1:*** New developments within the city limits shall be required to assume the costs of providing on-site public facilities and services. These include road improvements, sidewalks, street lights, connection to water main lines, on-site treatment of wastewater, or connection to sewage disposal facility main lines when available.
- Policy CF-1.2:*** Coordinate land use and public works planning activities with an ongoing program of long-range financial planning in order to conserve fiscal resources available to implement the capital facilities plan.
- Policy CF-1.3:*** As the need for increased capacity arises, seek water rights and construct additional wells as needed .
- Policy CF-1.4:*** Seek water rights as needed for meeting the long range demand for the city's potable water supplies and fire protection.
- Policy CF-1.5:*** The city shall pursue outside sources of funding when available and appropriate to fund major capital improvements.
- Policy CF-1.6:*** Proceed with the preliminary planning for financing and construction of a sewage disposal system. The sewage disposal system should be of an appropriate scale and technology to accommodate the projected buildout of the city and UGA.
- Policy CF-1.7:*** Adopt a mandatory requirement for dedication of park lands or fees in lieu of park lands with new subdivision and multi-family residential proposals. Such fees would be allocated toward acquisition and development of community parks.
- \*Policy CF-1.8:*** New development within Rainier's unincorporated urban growth area on community water or community sewage disposal systems shall build water and other public facility systems to city standards to ensure efficient transition to city public facilities in the future.

***\*ACTION:***        ***The City and County will work together to ensure common standards are developed and employed during the permit review process.***

- \*Policy CF-1.9:*** In the UGAThurston County's Capital Facilities Plan and any applicable levels of service shall govern.

**Goal CF-2: To ensure that the continued development and implementation of the Capital Facilities Plan reflects the policy priorities of the City Council.**

***Policy CF-2.1:*** High priority of funding shall be accorded projects which are consistent with the adopted goals and policies of the City Council.

***Policy CF-2.2:*** Projects shall be funded only when incorporated into the city budget, as adopted by the City Council.

***Policy CF-2.3:*** Capital projects that are not included in the six-year Capital Facilities Plan and which are potentially inconsistent with the comprehensive plan shall be evaluated by means of the comprehensive planning process prior to their inclusion into the city's annual budget.

***Policy CF-2.4:*** Any capital activity with a cost of over \$100,000 may require a financial impact statement that contains sections dealing with sources and uses of funds, impacts on the overall budget and on public debt, impact on taxes, impacts on users and non-users (e.g. regarding user fees, if any) and benefit-cost computations.

***Policy CF-2.5:*** The City will work to update the six-year Capital Facilities Plan annually prior to the city budget process.

***Policy CF-2.6:*** All city departments shall participate in and review changes to the Capital Facilities Plan.

**Goal CF-3: To actively influence the future character of the city by managing land use change and by developing facilities and services in a manner that directs and controls land use patterns and intensities.**

***Policy CF-3.1:*** New development shall be allowed only when and where all public facilities are adequate, and only when and where such development can be adequately served by public facilities without reducing the level of service elsewhere.

***Policy CF-3.2:*** If adequate facilities are currently unavailable and public funds are not committed to provide such facilities, developers must provide such facilities at their own expense in order to develop.

***Policy CF-3.3:*** A development shall not be approved if it causes the level of service on a capital facility to decline below the standards set forth in this chapter, unless capital improvements or a strategy

to accommodate the impacts are made concurrent with the development for the purposes of this policy. "Concurrent with the development" shall mean that improvements or strategies are in place at the time of the development or that a financial commitment is in place to complete the improvements or strategies within six years, except in the case of public schools, whereby a financial commitment to complete the improvements within three years is required.

***Policy CF-3.4:*** Require that development proposals be reviewed by the various providers of services, such as school districts, public works department, fire district, and police department for available capacity to accommodate development and needed system improvements.

***Policy CF-3.5:*** New or expanded capital facilities should be compatible with surrounding land uses; such facilities should have a minimal impact on the natural or built environment.

***Policy CF-3.6:*** Should probable funding for capital facilities be found at any time to be insufficient to meet existing needs, the city shall reassess the land use element and examine additional funding possibilities.

***Policy CF-3.7:*** Recognizing that streets are a major conveyor of stormwater, continue to include BMPs as part of street projects, in accordance with the Thurston County Drainage Design and Erosion Control Manual.

***Policy CF-3.8:*** To ensure facilities such as schools, streets and park are adequate, the city will prepare an Impact Fee Study for streets and parks as they relate to permitting new dwelling units. The city shall rely on the Rainier School District's Capital Facilities Plan to implement impact fees prior to permitting new dwelling units. Discretionary land use actions shall be allowed to develop on the basis of the controls contained in the decision granting approval, provided that they remain in compliance with the conditions of approval; and provided further that building permits shall not be issued unless the action meets concurrency requirements of the City in effect at the time of submittal of building permit applications. Concurrency requirements may include, but are not limited to, imposition of impact fees.

A. **Financial Responsibility.** Both existing and future development shall pay for the costs of needed capital improvements.

1. Existing development.

- a. Existing development shall pay for the capital improvements that reduce or eliminate existing deficiencies, some or all of the replacement of obsolete or worn out facilities, and may pay a portion of the cost of capital improvements needed by future development.
    - b. Existing development's payments may take the form of user fees, charges for services, special assessments and taxes.
  - 2. Future development.
    - a. Future development shall pay its fair share of the capital improvements needed to address the impact of such development, and may pay a portion of the cost of the replacement of obsolete or worn out facilities. Upon completion of construction, "future" development becomes "existing" development, and shall contribute to paying the costs of the replacement of obsolete or worn out facilities.
    - b. Future development's payments may take the form of, but are not limited to, voluntary contributions for the benefit of any public facility, impact fees, capacity fees, dedications of land, provision of public facilities, public or private partnerships and future payments of user fees, charges for services special assessments and taxes. Future development shall not pay impact fees for the portion of any public facility that reduces or eliminates existing deficiencies.
- B. An impact fee ordinance shall be adopted by the City to help provide for identified needs for adequate public facilities.
- 1. The City Council may consider a variety of factors, including special studies to establish an impact fee ordinance.
    - a. The maximum fee obligation for impact fees imposed by the City shall be adjusted annually according to the Consumer Price Index for the Seattle/Tacoma/Bremerton Standard Metropolitan Statistical Area.
    - b. The maximum obligation for impact fees imposed by Rainier shall be reevaluated no less often than every five years, and changes made to the fee amount as determined appropriate by the City Council.
  - 2. The standards for impact fees shall comply with the provisions of Chapter 365-195 WAC and RCW 82.02.050-82.02.100.
  - 3. Impact fee ordinances shall specify exemptions, if any, from payment of impact fees. Exemptions may include low-income housing, redevelopment projects, or other developments as approved by the City and consistent with the provisions of RCW 82.02.050-82.02.100.
  - 4. In addition to existing impact fees for schools, impact fees shall be utilized, if appropriate, for city streets and parks.
- (Amended by Ordinance #548)

**Table 18**  
**CITY OF RAINIER**  
**6 YEAR CAPITAL IMPROVEMENT PLAN (CIP) 2005-2010 AND**  
**20 YEAR CAPITAL FACILITIES PLAN (CFP) 2005-2025**

<u>Project Name</u>	<u>Estimated Cost</u>	<u>Source of Funds</u>	<u>6 Year CIP 2005-2010</u>	<u>20 Year CFP 2005-2025</u>
<b><u>Water Projects</u></b>				
New 650,000 gallon reservoir	\$750,000	CDBG, PWTF, City funds	X	
<b><u>Sewer Projects</u></b>				
Sewer Construction (city only)	\$17,000,000 – \$20,000,000			X
Sewer Construction (UGA)	unknown			X
<b><u>Transportation Projects</u></b>				
Centre Street Improvements– Resurface and add sidewalks	\$200,000	TIB	X	
133 <sup>rd</sup> Ave South Improvements – Resurface, increase travel lane widths, and add sidewalks	\$300,000	TIB	X	
Rainier Road Extension – Feasibility Study – conduct feasibility study to determine benefit of extending Rainier Road to SR 507 at Vail Cut-off Road.	\$250,000 for study	TIB, WSDOT, TRPC	X	
<b><u>City Building Projects</u></b>				
Town Hall expansion	\$50,000	RGF	X	
<b><u>Parks Projects</u></b>				
Wilkowski Park improvements	\$20,000	RGF	X	
Playground equipment	\$22,500			X
ROW Trail improvements	unknown	unknown		X
<b><u>Fire District Projects</u></b>				
Headquarters Station Building	\$600,000	FEMA	X	

CCWF-Centennial Clean Water Fund; CDBG-Community Development Block Grant, Department of Community, Trade, and Economic Development; FEMA-Federal Emergency Management Administration; PWTF-Public Works Trust Fund; TIA-Transportation Improvement Account, Dept. of Transportation; RGF-Rainier General Fund; RSF-Rainier Streets Fund; RWF-Rainier Water Fund

## **CHAPTER IV - TRANSPORTATION**

### **A. INTRODUCTION AND BACKGROUND**

#### **1. RELATIONSHIP TO THE GMA AND THURSTON COUNTY COUNTY-WIDE PLANNING POLICIES**

This transportation element has been developed in accordance with Section 36.70A.070 of the Growth Management Act (GMA) to address the transportation needs of the City of Rainier. It represents the community's policy plan for the next 20 years and specifically considers the location and condition of the existing traffic circulation system, the projected transportation needs, and plans for addressing future transportation needs while maintaining established level of service standards. According to the GMA this element must include:

- Land use assumptions used in estimating travel;
- An overview of facilities and service needs;
- An analysis of funding capability and a multi-year financing plan to fund the needed improvements;
- Intergovernmental coordination efforts; and
- Demand-management strategies.

The transportation element has been developed in accordance with Thurston County's County-wide Planning Policies, and has been integrated with all other planning elements to ensure consistency throughout the comprehensive plan. Thurston County's County-wide Planning Policies regarding transportation address the GMA's concerns by encouraging efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans. In addition to GMA requirements for the transportation plan, these policies also require that:

- Each jurisdiction's transportation element must include an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;
- As soon as feasible, given existing resources, the transportation elements of local comprehensive plans must be made consistent with the regional transportation plan adopted by the Thurston Regional Planning Council.

#### **2. LEVEL OF SERVICE STANDARDS AND CONCURRENCY**

This element contains the City of Rainier's plan to provide specified levels of transportation service in a timely manner. The levels of service (LOS) standards that are adopted in this plan will be maintained through upkeep of the existing circulation system and expansion of transportation services where needed. The

city has adopted Link (A-F) Level of Service standards for the arterials that handle the most significant volume of local and regional traffic in Rainier. These standards provide measurable criteria to judge the adequacy of roadway service provision.

The process of establishing level of service standards requires the city to make quality of service decisions explicit. As specified in the Growth Management Act, new developments will be prohibited unless transportation improvements to accommodate the impacts of development or funding strategies for such improvements are made concurrent with the development or a financial plan exists to have the improvements in place within six years.

## **B. INVENTORY AND CAPACITY OF THE TRANSPORTATION SYSTEM**

### **1. INVENTORY**

#### **Streets and Roads**

##### **a. State Highway**

State Highway 507 is a two-lane facility which bisects Rainier in a generally east-west direction. SR 507, which is called Binghampton Street within city limits, is the most heavily traveled street in city. It connects Rainier to Tenino and Lewis County (to the southwest) and to Yelm and Pierce County (to the northeast). SR 507 enters Rainier on the west side and travels through the central business district. It curves north before leaving city, heading northeast toward Yelm. SR 507 is a state-designated Highway of Region-wide Significance (Rainier has no state-designated Highways of State-wide Significance). The state has responsibility for maintenance of the route.

##### **b. County Roads**

Thurston County maintains four main routes into Rainier: the Olympia-Rainier Road; Hubbard Road; Vail Cutoff Road; and Algyers Road. The Olympia-Rainier Rd (hereafter referred to as Rainier Road) enters from the north, and is an important link to Olympia, Lacey, and Interstate 5. Rainier Road passes through the Fort Lewis Military Reservation, which surrounds the city on the north and west. Rainier Road terminates at the single-lane Minnesota Street undercrossing along the city's western limits.

Hubbard Road also enters from the north. Vail Cutoff Road and Algyers Road SE enter from the south, and provide a link to the Lake Lawrence area and an alternate route to Yelm and McKenna. The city maintains these roads within the city limits and plans to assume maintenance of these county roads as the surrounding lands are annexed to the city.

**c. City Streets and Alleys**

All other streets within Rainier are local streets maintained by the city. In 1989 the most heavily traveled streets within city limits were asphalted. These include Centre Street (along the Hubbard-Centre-Algyers-148th route) and 133rd to the city limits. Minnesota and Dakota Streets (between SR 507 and the schools) are also asphalted. These are school bus routes and receive heavy use. All other city streets have either a chip-seal or gravel surface.

All roadways are two-lane facilities and are under stop sign control at intersections with major facilities (i.e., SR 507, Rainier Road, 133rd Avenue SE, Hubbard Road SE, Centre Street, and Minnesota Street). All signage in city is in accordance with the *Manual of Uniform Traffic Control Devices*. Many city blocks are served by gravel alleys.

**d. Roadway Functional Classifications**

Three functional classifications of roadways exist in Rainier: minor arterial, major collector, and local access. These classifications are consistent with classifications made by Thurston County for county roads that enter Rainier. Table 1, below, summarizes the classifications of roads in Rainier.

**Table 1: Rainier Streets Functional Classifications**

Minor Arterial (FFC <sup>1</sup> 06)	Segment	Length (mi.)
SR 507	Entire Length	1.11
Major Collector (FFC 07)		
133rd St.-Bennett Rd	West CL to Centre St.	0.26
Centre St.	North CL to TRMD <sup>2</sup>	0.20
Centre St.	TRMD to Binghampton	0.25
Olympia-Rainier Rd	West CL to TRMD	0.24
Minnesota Ave	TRMD to Olympia St	0.12
Minnesota Ave	Olympia St to Binghampton	0.14
Algyer Rd	Binghampton to East CL	0.72
	Total Collectors:	1.93
Local Access (FFC 09)		
All other streets.	Total Local Access:	10.27
Total All Classifications:		13.31

<sup>1</sup> FFC refers to the Federal Functional Classification system. In this system, 06 is defined as a rural minor arterial, 07 as a rural major collector, 08 as a rural minor collector, and 09 as local access streets.

<sup>2</sup> TRMD refers to the tracks of the Tacoma Rail- Mountain Division line that runs through Rainier.



The City of Rainier has adopted standards for roadway design, access, and other standards necessary for an adequate transportation system in the Rainier Urban Growth Area. Roadways within the Rainier UGA are designated following *A Policy on Geometric Design of Highways and Streets* (current edition)<sup>3</sup>, and the guidelines of the Washington State Department of Transportation as mandated by RCW 47.05.021. The city adopted Thurston County's Roads Standards on June 28, 1994.

**e. Truck Routes**

Two local streets are important truck routes: 133<sup>rd</sup> Avenue SE from the west city limits to Centre Street North, and Centre Street North to SR 507 / Binghampton. The north/south movement of freight and goods is restricted by the narrow railroad overpass on Minnesota Street, which becomes Rainier Road as it leaves the city and provides essential freight connections at Lacey and Interstate 5 to the north. The one-lane, low-clearance passage prevents truck passage, necessitating a detour through Rainier on local streets.

**Railroad and Bridges**

The Tacoma Eastern-Mountain Division railroad line is a single-track freight route normally receiving light use. It travels in an east-west direction through the northern part of Rainier. Although the line is used infrequently for freight transport, long-term plans by the City of Tacoma may result in increased frequency of service through Rainier.

The rail line crosses Minnesota Street with a narrow one-lane trestle overpass that restricts automobile traffic and eliminates truck traffic. This substandard overpass forces the rerouting of trucks along 133rd Avenue to Centre Street and through the city center for connections north or south of the city. According to results from the 2025 Regional Transportation Plan, this narrow overpass impedes the flow of traffic sufficiently that it creates back-ups well within the 25-year forecast horizon.

**Non-Motorized Facilities**

**a. Sidewalks and Streetlights**

The City does not yet have a complete sidewalk system. Binghampton (SR 507) has sidewalks on both sides between Centre Street and Minnesota Street. Centre Street and the Volesky development (Rainier Meadows) both have sidewalks on one side. Elsewhere in Rainier, sidewalks are not typically found in residential areas except where new developments have occurred. Current design standards require sidewalks to be installed in new developments. All new sidewalks must be constructed in accordance with ADA (Americans With Disabilities Act) requirements.

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<sup>3</sup> published by the American Association of State Highway and Transportation Officials (AASHTO)

The city has 102 streetlights, all owned by Puget Power. All new developments will be required to have street lighting equal to or better than the street lighting provided in the Country Estates subdivision.

**b. Chehalis-Western and Yelm-to-Tenino Trails**

The intersection of the region's most important east-west and north-south facilities for non-motorized travel is located in Rainier. The Chehalis-Western Trail terminates at the Yelm-to-Tenino Trail at Rainier's western city limits. The Chehalis-Western Trail is a 22-mile long corridor running from Rainier to Woodard Bay in north Thurston County, with one gap at Interstate 5. The 14-mile long Yelm-to-Tenino Trail runs east-west along the abandoned segment of the Burlington Northern Santa Fe rail line. It connects Tenino to Yelm, passing through the heart of downtown Rainier. Conversion of these former rail lines to trails for bicycle, pedestrian, and equestrian use has provided new circulation opportunities within Rainier, as well as between Rainier and communities to the north, east, and west. These facilities create the framework on which Rainier can build its non-motorized network over time.

One measure for accomplishing this is a requirement that developers dedicate a 15-20 foot wide non-motorized easement/trail that links new subdivisions to the downtown area. Adjacent subdivisions must have linking trails; the most recently-built subdivision must ensure that its trail connects to the trail of an existing, neighboring subdivision. It is the responsibility of the newest subdivision to ensure that this occurs. This helps ensure that all new neighborhoods have safe, interconnected non-motorized routes to the trail system.

As non-motorized travel increases along these corridors, the City will look for opportunities to increase pedestrian-oriented retail and services adjacent to the trail.

**Public Transportation**

Intercity Transit's (I.T.) service changes deleted all service connections to Rainier. Persons wishing to use Intercity Transit may access service from Yelm.

Although there is no longer regular fixed-route or paratransit service offered by Intercity Transit in Rainier, residents may be able to take advantage of ridesharing and vanpool services.

I.T. provides ridesharing services, matching people up with carpool partners and coordinating vanpool formation and operation by providing training, technical assistance, and vehicles for vanpool groups. I.T. has other flexible transportation programs available for community group use.

Rainier will continue to look for innovative partnerships and cost-effective opportunities for improving the mobility of its citizens with special transportation needs.

## **2. CAPACITY AND FUTURE NEEDS ANALYSIS**

The city has adopted Link (A-F) level of service standards as minimum criteria for the quality of service provided at peak hours for roadway segments on all arterials and major collectors within the City (see Table 1 above). Level of service, or LOS, is a calculation of how much traffic volume the facility was designed to carry compared to how much volume it is carrying, 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.

LOS D is the level of service adopted by the City of Rainier for its arterial and major collectors. This is consistent with the regional standards adopted by Thurston Regional Planning Council and used in the 2025 Regional Transportation Plan. It is appropriate for use by a small city. It is characterized by rush hour delays that cause decreases in speed and congestion at key intersections, although traffic typically continues to move.

The maximum volumes that Rainier’s roads can carry while still maintaining its adopted LOS standards is derived from TRPC’s work on the regional travel demand model. Table 2 shows results of the 2000 base-year volume-to-capacity analysis for key facilities, as provided by Thurston Regional Planning Council. This is the base year from which the 2025 Regional Transportation Plan was developed and therefore appropriate for use in this plan.

Data is from the regional model. Volume (V) reflects base-year 2000 traffic counts. Capacity, or C, is the maximum design capacity by type of facility. The maximum capacity that can be served during the peak travel period without going below Rainier’s adopted standards would be represented by a V/C ratio of 0.90.

**Table 2: 2000 Volumes and Level of Service on Rainier's Main Roads**

Arterial	Segment	V	C	V/C	LOS
SR 507 /Binghampton	From Minnesota to west city limit, west bound volumes	338	1200	0.28	A
SR 507 / Binghampton	From Centre to east city limits, east bound volumes	508	1200	0.42	A
133 <sup>rd</sup> /Hubbard/Centre	From Binghampton to west city limits, north bound volumes	134	830	0.16	A
Rainier Rd/Minnesota	From west city limits to Binghampton, south bound volumes	775	830	0.93	E
Algyers Rd	From Binghampton to east city limits, south bound volumes	403	830	0.49	A

With the exception of Rainier Road/Minnesota Street, there are currently no congestion problems on Rainier's streets and roads that cause level of service to slip below adopted standards. However, during peak rush hour periods congestion on Rainier Road/ Minnesota Street does exceed adopted service standards, with congestion more like that in outlying parts of Olympia or Lacey.

### **C. FORECAST OF TRAFFIC**

In 2004, TRPC completed work on its 2025 Regional Transportation Plan (RTP). That work yielded forecast data for the Rainier area for this Comprehensive Plan.

The RTP is based on locally-adopted land use plans and regionally-agreed upon assumptions about the growth and distribution of population and employment. It also includes regionally-agreed upon transportation recommendations and projects.

Following are resulting levels of service for Rainier's major streets in 2025, based on output from the adopted regional travel demand model used for the adopted RTP.

**Table 3: 2025 Forecasted Volumes and Level of Service on Rainier's Main Roads**

Arterial	Segment	V	C	V/C	LOS
SR 507 /Binghampton	From Minnesota to west city limit, west bound volumes	704	1200	0.59	A
SR 507 / Binghampton	From Centre to east city limits, east bound volumes	863	1200	0.72	C
133 <sup>rd</sup> /Hubbard/Centre	From Binghampton to west city limits, north bound volumes	128	830	0.15	A
Rainier Rd/Minnesota	From west city limits to Binghampton, south bound volumes	795	830	0.96	E
Algyers Rd	From Binghampton to east city limits, south bound volumes	552	830	0.67	B

The problems evident in 2000 will simply get worse over time without some action to alleviate the pressures on Rainier Road/Minnesota Street. The long-range regional transportation plan recognized the importance of this link in the regional network and included recommendations to assess the feasibility of extending Rainier Road directly to SR 507 at Vail Cut-off Road. This would improve traffic circulation through this area and benefit the entire regional flow of north-south traffic.

Another big issue noted in the 2025 RTP was the growing pressure on all rural roads resulting from increased growth in rural Thurston County. The RTP highlighted congestion along the entire length of Rainier Road as an indicator of future problems that need to be addressed through a regional approach. Rainier supports the efforts of TRPC to identify and address these issues proactively before the problem becomes too large.

Since this transportation element is consistent with the adopted RTP, 2025 forecasts for Rainier's streets reflect recommendations from that regional plan. The ability of SR 507 to function as well as is suggested is due in part to investments elsewhere that help relieve pressures on the system. There are still unresolved questions regarding speed, access, and safety associated with the entire SR 507 corridor. Rainier supports the RTP recommendation to look at the dual functions of this corridor – as a state highway and also as a main street for Rainier – and to identify a long-range strategy that does not diminish the quality of life for Rainier's residents and businesses.

#### **D. FINANCIAL PLAN FOR TRANSPORTATION IMPROVEMENTS**

The City of Rainier is committed to providing the best transportation system for its citizens within its funding capabilities. To that end, the city looks for innovative partnerships and funding opportunities, and aggressively pursues grants targeted to particular needs.

The projects listed below represent investments that will improve how the overall system functions and serves the travel needs of Rainier's citizens and businesses. The ability of projects to proceed depends on funding availability. It is difficult to predict how much revenue will be available for transportation projects five years from now, much less twenty years from now. The volatility of local revenues is generating recognition of the need for increased funding support from state and federal sources. Rainier works closely with its regional and state partners to take full advantage of these revenues. The projects identified below reflect reasonable grant acquisition assumptions based on guidance from Thurston Regional Planning Council, and are consistent with forecast assumptions used in the long-range Regional Transportation Plan.

**Table 4: Proposed Transportation Projects for the 2005-2025 Time Period**

Project Name	Estimated	Likely
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	<b>Cost</b>	<b>Source of Funds</b>
133 <sup>rd</sup> Ave South Improvements – Resurface, increase travel lane widths, and add sidewalks	\$300,000	TIB
Centre Street Improvements – Resurface and add sidewalks	\$200,000	TIB
School Bus Route Improvements - On Minnesota Ave and Dakota Ave	\$150,000	TIB, WSDOT
Minnesota Ave Improvements - Resurface, increase travel lane widths, and add sidewalks	\$400,000	TIB
TRMD Railroad Trestle Retrofit – Replace existing railroad trestle at Rainier Road / Minnesota Street.	\$1,500,000	TIB, WSDOT, Tacoma
Rainier Road Extension – Conduct a feasibility study and if warranted, develop an implementation plan for extending Rainier Road from 138 <sup>th</sup> Street to SR 507 with a new 2-lane connection to the intersection with Vail Cut-off Road. This is identified as a regionally significant project in the 2025 RTP.	\$250,000 for study. Construction costs unknown, pending completion of study.	TIB, WSDOT, TRPC
SR 507 Route Development Plan Update and Implementation Strategy – Revisit results of the SR 507 RDP and identify an implementation strategy for mitigating traffic impacts on the state route in a way that is appropriate to, and strengthens, the “Main Street” function this facility serves for Rainier. This is identified as a regionally significant project in the 2025 RTP.	\$1,000,000 (Cost reflects full corridor evaluation, as provided by TRPC)	WSDOT, TIB, TRPC

Rainier will evaluate this list of projects when developing or updating its Capital Facilities Plan or six-year Transportation Improvement Program and include those projects that seem most appropriate based on current grant programs and funding opportunities. The City will also seek grants for other smaller scale, maintenance-type projects when appropriate funding opportunities become available.

## **E. ISSUES SUMMARY**

Reduction of Intercity Transit's service area boundary in 2002 eliminated fixed-route and Dial-a-Lift transit services for Rainier. This was a difficult decision on the part of the transit authority but there simply was not enough revenue to support county-wide levels of service and from a strictly financial viewpoint, it did not make sense to continue service to the region's outlying rural communities. However, there are residents in Rainier who are incapable of driving, either due to age, physical or mental capabilities, or financial reasons. These people have been cut off from many of the services they rely on without public transportation to make those connections. Rainier will continue to work with its regional partners and service providers to identify and support innovative ways of providing cost-effective life-line service for these underserved populations.

Another issue facing Rainier in coming years is the impacts on city streets and roads resulting from increased growth outside the city. Results of the 2025 Regional Transportation Plan pointed to rural mobility issues as one of the most pressing concerns for the region. Population increases in unincorporated Thurston and Pierce County is putting pressure on all rural facilities. Since Rainier sits at the crossroad of a vital north-south and east-west juncture, it will experience increased congestion over which it has no control. Rainier will work with Thurston Regional Planning Council, Thurston County, the Washington State Department of Transportation, and other partners to better understand the nature of these growth pressures, to identify appropriate mitigation measures, and to work towards implementing suitable strategies for minimizing the impact of this growth on Rainier's residents and businesses.

Finally, the uncertainty of transportation funding makes responsible prioritizing and programming of projects very difficult. Unlike larger cities and counties that have a more diverse stream of revenue, small cities like Rainier have few resources to fall back on when revenue sources are eliminated or reduced, such as happened through voter initiative in the late 1990s. Rainier has adopted and will continue to implement a prudent approach to transportation spending, focusing its limited, predictable resources on taking care of the existing system and keeping its life-cycle costs as low as possible while relying on outside sources like grants for adding to that system and improving it. While not a preferred situation, this approach seems most responsible in the long run for dealing with the volatility of local revenue sources.

## **F. GOALS AND POLICIES**

Goals, policies, and actions denoted with an asterisk (\*) will be adopted jointly by the City of Rainier and Thurston County. All other goals, policies, and actions apply only to incorporated areas of the city and will be adopted by the City of Rainier alone.



**Goal T-1: Provide a transportation system that is compatible with neighboring cities, Thurston County, Washington State, and other transportation providers.**

***Policy T-1.1:*** The city shall encourage public participation in the transportation planning and design process through open workshops and public hearings.

***Policy T-1.2:*** The city's planning, construction, and operations of transportation facilities and programs shall support and complement the transportation functions of the State, Thurston Regional Planning Council, adjacent counties, neighboring cities, and other entities responsible for transportation services in Rainier and the Rainier urban growth area.

***Policy T-1.3:*** The city shall work with other jurisdictions to plan, fund, and implement multi-jurisdictional projects necessary to meet shared transportation needs (including preservation and acquisition of right-of-way).

***Policy T-1.4:*** The city shall cooperate with neighboring jurisdictions, Thurston and Pierce Counties, Thurston Regional Planning Council, and the Washington State Department of Transportation to address regional transportation issues identified through the 2025 RTP process. These include but are not limited to:

- Rural mobility strategies to identify and address mounting issues outside the region's north urban area;
- Preserving the unique character of small rural communities for which a state highway serves as "main street" while continuing to meet regional mobility needs;
- Better integration of transportation and land use decision-making processes;
- Development of appropriate system performance measures to ensure that the safety, preservation, and other needs of the network are considered along with congestion;
- Funding measures to improve the availability and predictability of funds for local agencies;
- Efforts to improve system efficiency which will minimize wasted roadway capacity and help the existing network function better and safer;
- Development of a regional strategy for passenger and freight rail, and the role rail should play in meeting the region's future transportation needs;

- Measures for improving freight mobility, to support local businesses and industries as well as the consumer needs supported by freight delivery; and
- Development of a regional trail strategy that builds off the Chehalis-Western and Yelm-to-Tenino Trails, and extends this legacy resource to communities throughout the region.

***ACTION:***      *The city will promote discussion of rural mobility issues within the regional forum provided by Thurston Regional Planning Council and will work to ensure their inclusion as part of the region’s transportation agenda.*

**\*Goal T-2:    Provide a well-maintained transportation system providing safe and cost-effective movement of goods, services, and people.**

***Policy T-2.1:***      The city shall adopt and maintain level of service “D” for peak hour traffic flow on arterials.

***Policy T-2.2:***      The city shall review and reclassify Rainier's streets as needed according to federal, state, regional, and local guidelines.

***\*Policy T-2.3:***      A highly interconnected street network shall be provided for ease and variety of travel throughout the city and the unincorporated UGA by limiting the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers to connectivity.

***\*ACTION:***      *Thurston County will ensure implementation of this policy through its review of development proposals within the unincorporated UGA.*

***Policy T-2.4:***      The city will seek to minimize through-traffic impacts on residential neighborhoods by employing narrow streets, curves, indirect access routes, and other design features.

***Policy T-2.5:***      The city will encourage trail use and other connections providing ease of travel between neighborhoods and community centers.

***Policy T-2.6:***      When new streets are built or major investments made to existing streets, they shall be constructed to existing design standards, at a minimum.

**Policy T-2.7:** The city shall encourage travel by means other than the automobile and provide for pedestrian and bicycle safety throughout the city. Facilities will be designed and constructed to accommodate school buses, trucks, and bicycle and pedestrian facilities, as appropriate. These designs will be compatible with the city's functional classification system.

**ACTION:** *The city will require that new streets or major investments to existing streets result in facilities that meet, at a minimum, existing design standards intended to promote safe and efficient travel for all people.*

**ACTION:** *The city will seek to complete its sidewalk system and ensure abundant connection to the non-motorized trail system.*

**\*Policy T-2.8:** In the unincorporated UGA, Thurston County's Capital Facilities Plan and any applicable levels of service shall govern

**Policy T-2.9:** In order to ensure adequate and safe access to property via a system of public and private roads, the city will apply its adopted range of design and construction standards to all facilities. These include roadway alignment and location, engineering and design, and ownership and street naming convention. All roadway design will be compatible with those of Thurston County, the Washington State Department of Transportation, and the Federal Highway Administration. These standards will be:

- linked to kind and size of development being served by the city's transportation facilities;
- compatible with those of adjacent jurisdictions and consistent with regional guidelines; and,
- in compliance with federal and state design criteria.

**\*Goal T-3: Provide a transportation system that minimizes environmental impact and energy consumption to help protect the high quality of life enjoyed by residents of Rainier and its unincorporated UGA.**

**Policy T-3.1:** In order to minimize adverse environmental impacts resulting from the construction and operation of transportation facilities, the City of Rainier shall:

- Consider appropriate environmental costs of development and operation of the transportation system;

- Align and locate transportation facilities away from environmentally sensitive areas;
- Consider the impacts of alternative land use patterns as a means of reducing environmental impacts;
- Mitigate unavoidable environmental impacts where possible; and,
- Solicit and incorporate the concerns and comments of interested parties.

***Policy T-3.2:*** In order to ensure that transportation system improvements are compatible with adjacent land uses and minimize potential conflicts, the City will implement a functional classification system to ensure an appropriate traffic mix near compatible land uses. This includes developing routes for commercial vehicle traffic away from residential neighborhoods, where possible. The city shall:

- Control access to roads from adjacent facilities;
- Route arterials and major collectors around neighborhoods to minimize traffic impacts on residential areas;
- Prevent new residential areas from fronting on arterials;
- Provide landscaping and noise buffers along major roadways; and,
- Provide facilities for bicyclists and pedestrians to access the city's two trail corridors.

***\*Policy T-3.3:*** Transportation Demand Management programs of the city, county, state, Intercity Transit, and other agencies should work to decrease auto dependence, shall be well coordinated, and shall be consistent with Regional Transportation Plan goals.

***\*Policy T-3.4:*** Transportation improvements in Rainier and its unincorporated UGA shall be encouraged that allow efficient provision of transportation services such as park-and-ride lots, park-and-pool lots, vanpools and carpools.

***\*Policy T-3.5:*** City and county participation shall continue with state government and Intercity Transit in maintaining an ongoing regional program to promote and facilitate ridesharing by the general public and commuters.

**Goal T-4: Promote responsible transportation system improvement funding with public and private sector participation.**

***Policy T-4.1:*** The city will use a standardized, well-documented, and objective process to establish clear priorities for transportation expenditures within Rainier.

***Policy T-4.2:*** The city will consider the following criteria when setting priorities for improvements:

- The need to maintain adopted levels of service on existing transportation facilities;
- The need to keep on-going life-cycle costs of existing facilities as low as possible;
- The need to upgrade or build new transportation facilities to encourage and support growth and economic development in the area; and,
- A project's full cost, including on-going operation and maintenance costs; environmental, economic, and social impacts; and any replacement or closure costs.

***Policy T-4.3:*** Expenditures on transportation projects should be prioritized according to the following rankings:

- Correct known safety hazards in the road system and improve traffic operations through low cost improvements.
- Maintain the existing transportation system to prevent facility deterioration, and avoid major reconstruction of roads and bridges.
- Widen existing or construct new roadways to alleviate existing capacity problems and to accommodate increases in traffic.

***Policy T-4.4:*** The city shall attempt to secure adequate long-term funding sources for transportation through a variety of methods, including:

- Encouraging public/private partnerships for financing transportation projects remedying existing transportation problems, or fostering economic growth in the Rainier area;
- 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 to meet city road standards;

- Requiring impact mitigation payments or seeking voluntary contributions from developers; and,
- Seeking federal funding from the federal Intermodal Surface Transportation Efficiency Act for the 21<sup>st</sup> Century, and any of its successor transportation programs.

***Policy T-4.5:*** The city requires that any transportation improvements or strategies requiring 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 is available to ensure it will be constructed within six years. To ensure development impacts on infrastructure are sufficiently addressed, the city will adopt a concurrency management program that will:

- Monitor key transportation facilities and assess current levels of service;
- Determine impact of any new development proposals on the adopted level of service standards;
- Identify facility deficiencies, if any, and those impacts attributed to the new development;
- Review this 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.

***Policy T-4.6:*** The city will adapt to unexpected changes requiring modification of adopted plans or standards. These changes may be cultural, economic, environmental, or in another form affecting the transportation system.

***Policy T-4.7:*** In order to distribute the costs of future street capacity projects between the public and private sectors, the city will require developers to contribute their fair share toward transportation improvements needed to mitigate the impacts of that development. Impact mitigation efforts may include:

- requiring developers to help pay for additional transportation facilities and services in proportion to the impacts and needs generated by development; and,
- encouraging developers to design projects generating less traffic.

***Policy T-4.8:*** In order to cooperate with private investors for providing recovery of facility improvement costs attributable to other development, the city will enter into latecomer agreements where substantial investments made by one party are legitimately reimbursed by others. Such agreements will be at the discretion of the City Council. Cost recovery will not be provided for facility extension to neighboring property required by application of a uniform policy or city standard.

**Goal T-5: To achieve maximum efficiency through least cost through the use of Transportation System Management (TSM) strategies.**

***Policy T-5.1:*** The city will employ the following TSM strategies:

- Utilize a street rating program to keep necessary pavement preservation costs as low as possible;
- Signal interconnect systems, signal coordination, and synchronization, and other signal systems will be used to ease traffic flow;
- Encourage the use of turn lanes and pockets to allow turning vehicles to move out of through traffic lanes; and,
- Control access to arterials and major collectors to minimize disruptions in traffic flow; and
- When necessary, use signal interconnect systems, signal coordination, and synchronization, and other signal systems to efficiently manage traffic flow.

**Goal T-6: To apply design standards resulting in attractive and functional transportation facilities.**

***Policy T-6.1:*** The city seeks to enhance the livability of the community through design and roadway construction, and other facilities including landscaping, parkway trees, compatible architecture and view corridors, and by minimizing obtrusive signage.

**\*Goal T-7: To ensure mobility for all residents within the urban growth area including the elderly and persons with disabilities by providing an accessible and affordable transportation system.**

***Policy T-7.1:*** The city will ensure its transportation system meets the requirements outlined in the Americans with Disabilities Act (ADA).

***Policy T-7.2:*** The city will encourage public and private transportation operators to accommodate the special needs of persons who are elderly, disabled, or have other special needs.

**Goal T-8: To limit and provide access to the street network in a manner consistent with the function and purpose of each roadway.**

***Policy T-8.1:*** The city will seek consolidation of access points to state highways, arterials, and major collectors in an attempt to reduce interference with traffic flows on arterials and discourage through traffic on local streets. To achieve this level of access control, the city:

- supports the state's controlled access policy on all state highway facilities;
- may acquire access rights along some arterials and major collectors;
- encourages and may require landowners to work together to prepare comprehensive access plans emphasizing efficient internal circulation and discouraging multiple access points to major roadways; and,
- encourages access consolidation in developing commercial and high density residential areas through shared use of driveways and local access streets.

**Goal T-9: To permit private road construction to assist with access to private properties.**

***Policy T-9.1:*** The city requires private roadways to meet the design standards specified by City Code and requires maintenance arrangements for all private roads.

***Policy T-9.2:*** The city shall not maintain private roads.

**\*Goal T-10: To meet the user education and public information needs of those using the Rainier urban growth area transportation system.**



***Policy T-10.1:*** The city shall:

- Provide broad-based, early, and continuing opportunity for public involvement in the transportation decision-making process;
- Provide outreach on ways to improve traveler safety;
- Promote increased public understanding of the travel choices available to them, and the consequences of transportation decisions at the local, regional, and state levels;
- Promote innovative participation techniques to increase overall public understanding of, and participation in, the transportation decision-making process.

**Goal T-11: To develop a transportation system compatible with the economic and development goals of the city.**

***Policy T-11.1:*** Rainier's transportation system will allow for and promote the ongoing economic development and current land use goal of the Rainier city and unincorporated urban growth area.

***Policy T-11.2:*** Rainier's transportation system will be designed to provide ready access to all commercial areas of the city.

***Policy T-11.3:*** The City will promote commercial development in the Rainier City Center to foster this area as the economic core of the urban growth area.

***Policy T-11.4:*** Commercial development along alternate routes around the city Center will be limited to minimize potential traffic congestion.

***Policy T-11.5:*** Traffic levels through the core area will be managed to support viable downtown activities.

**Goal T-12: To allow major land use changes only when those proposals accompany specific documentation or proposed plans showing how the transportation system can adequately support the needs of existing and proposed development.**

***Policy T-12.1:*** The city will establish threshold levels for this policy so small land owners will not be disadvantaged.

***Policy T-12.2:*** The city will tie implementation to impact mitigation planning.

**Goal T-13: To retain existing right-of-way and to identify, acquire, and preserve rights-of-way for future needs.**

***Policy T-13.1:*** The city will identify specific transportation corridors and alignments and located and protect needed rights-of-way as soon as possible. Some methods used to acquire and preserve rights-of-way may include:

- Requiring dedication of rights-of-way as a condition for development when the need is linked to the development;
- Requesting donation of rights-of-way to the public;
- Purchasing rights-of-way by paying fair value; and
- Acquiring development rights and easements from property owners.

***Policy T-13.2:*** The city seeks to protect rights-of-way from encroachment by any structure, substantial landscaping, or other obstruction to preserve the integrity of comprehensive plan recommendation. Protection measures may include:

- Minimum setback requirements for property improvements to preserve sufficient right-of-way and allow for roadway expansion; and,
- Specific guidelines regarding landscaping installation and maintenance within the public right-of-way.

**\*Goal T-14:** **To continue planning for transportation facilities within the UGA on an on-going basis to address changes in land use patterns and decisions.**

***Policy T-14.1:*** The city will update the comprehensive transportation plan whenever the Rainier Comprehensive Plan is revised or updated.

***\*Policy T-14.2:*** The city will revise the transportation plan if projects outside the city's control, such as special transportation related projects by the Washington State Department of Transportation, Thurston Regional Planning Council, Thurston County, or Intercity Transit, cause a fundamental shift in transportation services throughout the UGA.

**Goal T-15:** **To support development of a regional park-and-ride lot system by Intercity Transit.**

***Policy T-15.1:*** The city shall encourage park-and-ride lots on sites with convenient access to Rainier Road for travel to the Lacey-Olympia-Tumwater area, or on SR 507 for travel to the Yelm area. Such lots should include adequate screening to provide a

buffer from incompatible land uses and to mitigate the adverse effects of increased vehicular traffic and surface water runoff.

**Goal T-16: To preserve existing railroad rights-of-way within the city's urban growth area and connection to the national rail network.**

*Policy T-16.1:* The City will work with the railroad owners, the Washington State Department of Transportation, Port of Olympia, Thurston Regional Planning Council, and other affiliated groups to maintain and improve passenger and freight service to Rainier's UGA.

**Goal T-17: To coordinate road construction and the maintenance and upgrade of existing roads with affected public and private utilities.**

*Policy T-17.1:* The city will coordinate with utilities to minimize transportation disruptions caused by construction of utility lines and reduce costs associated with conserving and maintaining pavement integrity.

**Goal T-18: To accommodate the transportation needs and impacts of special events and to assess the costs of such services to the event promoter.**

*Policy T-18.1:* The city recognizes that although events such as fairs, parades, athletic events, and large meetings can expand the culture and improve the quality of life of the community, such events may burden the transportation system and its services beyond its ordinary capacity. The city will seek to provide for such events by making appropriate provisions such as bus transportation, traffic control, and temporary street closures. However, in general, the costs of such provisions will be assessed to the promoters or organizers of such events.

**Goal T-19: To maintain a uniform and reliable addressing system for naming public and private streets and numbering abutting property.**

*Policy T-19.1:* The city will promote uniform, reliable and predictable addressing to ensure that buildings and property within the city can be located conveniently and quickly in emergencies, when doing business, or when visiting members of the community.

## **CHAPTER V - HOUSING**

### **A. INTRODUCTION**

Rainier currently contains a range of affordable housing choices. As growth occurs within and around Rainier, there will be an increasing need for more housing that is affordable and desirable. Retaining the rural residential character in Rainier is one of the city's top priorities and will be one of Rainier's challenges as the population of the city grows.

Future growth within the city will most likely occur within vacant lands first, followed by infill development and redevelopment of parcels that are not built to their fullest capacities, when an alternative method of sewage disposal becomes available. When an alternative method of sewage disposal becomes available, the future patterns of development will most likely be at higher densities. If unchecked, such development could deplete the amount of open space in the city.

Rainier policies strive to encourage the development of new housing that is compatible with the rural, open space character of the city. This housing element is intended to guide the location and type of housing that will be built over the next 20 years.

#### **1. RELATIONSHIP TO GMA AND COUNTY-WIDE POLICIES**

The housing element must be consistent with the GMA. RCW 36.70A.070 states that the housing element of the comprehensive plan must recognize "the vitality and character of established neighborhoods" and:

- a. include an inventory and analysis of existing and projected housing needs;
- b. include a statement of goals, policies, and objectives for the preservation, improvement, and development of housing;
- c. identify sufficient land for housing, including, but not limited to government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and,
- d. make adequate provisions for existing and projected needs of all economic segments of the community.

In addition to the GMA, local government comprehensive plans should be consistent with the adopted county-wide policies. The Thurston County County-wide policies for housing focus on measures to encourage the availability of affordable housing for all incomes and to ensure that each community includes a fair share of housing for all economic segments of the population. The county-wide policies related to housing are summarized briefly as follows:

- Establish a process to accomplish a fair share distribution of housing among the jurisdictions;
- Work with the private sector, Housing Authority, neighborhood groups, and other affected groups to facilitate the development of attractive, low- and moderate-income housing that is compatible with the surrounding neighborhood and located with easy access to public transportation, commercial areas and employment centers;
- Accommodate low and moderate income housing throughout each community, rather than isolated in certain areas;
- Explore ways to reduce the costs of housing;
- Examine and modify current policies that provide barriers to affordable housing;
- Encourage a range of housing types and costs commensurate with the employment base and income levels of their populations, particularly for low-, moderate-, and fixed-income families;
- When possible, provide assistance in obtaining funding and/or technical assistance for the expansion or establishment of low-cost affordable housing for low-, moderate-, and fixed-income individuals and families.

## **2. MAJOR ISSUES**

In formulating the future plans and policies for housing in Rainier, the city has considered the following major issues:

- Affordable housing in Rainier will continue to be an important issue. What type of affordable housing should be encouraged? How can housing remain affordable as the demand continues for large lot housing? Will accessory apartments be allowed in single family homes?
- What resources are available for the rehabilitation of the existing housing stock? Should the city pursue demolition of substandard housing, or work to conserve the housing stock through rehabilitation?
- When an alternative method of sewage disposal becomes available, the city will be able to support higher densities. How can the city retain its rural character as the demand for housing increases?

All of these issues contribute to the problems and/or opportunities that Rainier faces in the next 20 years. Growth will inevitably come to Rainier, and as it does the city will be affected. However, if the city plans for the growth accordingly, the positive impacts can outweigh the negative impacts.

## **B. EXISTING CONDITIONS**

### **1. INVENTORY OF EXISTING HOUSING STOCK**

The following tables provide information on Rainier's housing stock and is based on Census 2000 data in combination with Thurston Regional Planning Council estimates of growth in dwelling units since the Census.

#### **a. Housing Type and Tenure**

The housing stock in Rainier consists predominantly of single-family homes, both site-built and mobile homes. One-family households made up the majority of residential units, particularly in owner-occupied homes in 2000. Table 1 below shows the breakdown of renter- versus owner-occupied units in Rainier in 2000. The home ownership rate was relatively high in Rainier; 77.6 percent of the homes in the city were owner-occupied in 2000.

**Table 1: Number of Housing Units by Tenure -- 2000**

	<b>Total</b>	<b>Owner Occupied</b>	<b>Renter Occupied</b>	<b>Vacant</b>
Rainier	551	427	103	21
<b>% of Total</b>	<b>100.0%</b>	<b>77.6%</b>	<b>18.7%</b>	<b>3.8%</b>

Source: Thurston Regional Planning Council, 2003 Profile, 2000 Census data.

Table 2 shows the composition of housing types in Rainier for 2000 and 2002. Single-family, site-built homes accounted for approximately 75 percent of the housing in the city in 2000. Mobile homes made up approximately 18 percent of the housing stock, while multi-family housing accounted for 6.5 percent of the total stock (the definition of multifamily includes both duplexes and apartments)

**Table 2: Number of Units by Housing Type – 2000 and 2002**

	<b>Single-Family</b>	<b>Multi-Family<sup>1</sup></b>	<b>Mobile Home</b>	<b>Total</b>
2000	416	36	99	551
<b>% of total</b>	<b>75.5%</b>	<b>6.5%</b>	<b>18.0%</b>	<b>100%</b>
2002	422	35	94	551
<b>% of total</b>	<b>76.6%</b>	<b>6.4%</b>	<b>17.1%</b>	<b>100%</b>

<sup>1</sup>Includes duplexes and apartments.

Source: Thurston Regional Planning Council, 2003 Profile, 2000 Census data.

**b. Value and Cost of Housing**

In 2000 over 26 percent of the owner-occupied homes in Rainier were valued at under \$99,999. The majority of the city's homes fell into the \$100,000 to \$149,999 valuation category in 2000. The median value of an owner-occupied home in Rainier was \$113,500.

**Table 3: Value of Owner-Occupied Housing -- 2000**

<b>Reported Value</b>	<b># of units</b>	<b>% of total</b>
less than \$99,999	88	26.7%
\$100,000-\$149,999	210	63.8%
\$150,000-\$199,999	23	7.0%
\$200,000 or more	8	2.4%
<b>Total</b>	<b>329</b>	<b>100%</b>
<b>Median Value</b>	<b>\$113,500</b>	

Source: Thurston Regional Planning Council, 2003 Profile, 2000 Census data.

Table 4 shows the distribution of rental prices in the city in 2000. It indicates that the majority of rental units rented between \$500 and \$1,000, with the median contract rent being \$613 in 2000.

**Table 4: Contract Rental Rates -- 2000**

<b>Contract Rent</b>	<b># of units</b>	<b>% of total</b>
less than \$299/month	0	0.0%
\$300-\$499/month	24	24.5%
\$500-\$749/month	34	34.7%
\$750-\$999/month	29	29.6%
\$1,000-\$1,499/month	6	16.1%
\$1500 or more/month	0	0.0%
<b>Total</b>		<b>100%</b>

<b>Median Contract Rent</b>	<b>\$613</b>
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Source: U.S. Census Bureau, 2000 Census data.

**c. Housing Conditions**

The 2000 Census surveyed housing conditions within the city. The survey noted the following indicators of substandard housing: lacking complete plumbing; lacking complete kitchen facilities; and overcrowding. Table 5 summarizes the housing conditions based upon these criteria for both Rainier and Thurston County.

**Table 5: Indicators of Substandard Housing**

	<b>Lack Complete Plumbing</b>	<b>Lack Complete Kitchen Facilities</b>	<b>No Telephone Service</b>
<b>Rainier</b>	<b>3 (0.6%)</b>	<b>0 (0.0%)</b>	<b>13 (2.4%)</b>
<b>Thurston County</b>	<b>362 (0.4%)</b>	<b>408 (0.5%)</b>	<b>864 (1.1%)</b>

Source: U.S. Census Bureau, 2000 Census data

**d. Housing Rehabilitation**

The downcity neighborhoods are where the oldest housing in Rainier is located with many of the homes dating back to 1930. In many cases, rehabilitation of existing housing is the most cost-effective way to increase and preserve the number of affordable housing units. However, repairing roofs, exterior walls, and foundations are some of the most costly home repairs. Although expensive, correcting these deficiencies provides a multitude of benefits. For example, insurance companies may be more inclined to issue homeowners' policies for homes in good repair than to those in need of substantial repair. Fire insurance premiums may be higher in substandard housing. Deteriorated housing can also result in high heating bills, which is an added economic hardship to the occupant.



Rehabilitation and weatherization programs are important means to maintain the city's older housing stock. A number of home rehabilitation programs are available for which low- and moderate-income residents of Rainier are eligible. In 1992 the Thurston Regional Planning Council compiled a "Guide to Affordable Housing Resources" which provided information on applicable programs. The following is a sample of the state, federal, and county rehabilitation programs available to Rainier residents:

*Housing Preservation Grant Program*

Funded by the Farmer's Home Administration (FmHA). Non-profit organizations are eligible to apply for grants to rehabilitate housing of 'very low' and 'low' income householders.

*Home Investment in Affordable Housing Program*

Funded by the Department of Housing and Urban Development (HUD). Funds are disbursed by Washington State Department of Community, Trade, and Economic Development (DCTED). Cities and counties are eligible to apply for rehabilitation programs on behalf of low and moderate income homeowners and renters.

*Community Development Block Grant*

Funded by HUD. Funds are disbursed by DCTED. Cities and counties are eligible to apply on behalf of low- and moderate-income persons.

*Public Housing Modernization -  
Comprehensive Improvement Assistance Program*

Funded by HUD. Funds are disbursed by the Housing Authority of Thurston County (HATC). The HATC is eligible to apply on behalf of low income public housing renters.

*Home Improvement Loans and Repair Loans and Grants*

Funded by FMHA. Individuals are eligible applicants. Beneficiaries are very low income homeowners.

*Housing Improvement Program--Bureau of Indian Affairs*

Funded by the Bureau of Indian Affairs. Individuals are eligible applicants. Beneficiaries are Native American homeowners.

*Weatherization Grants*

Weatherization grants may be used for rehabilitation projects which increase protection of the house from weather. The following programs are available:

Energy Matchmakers Program: Funded by Washington State Capital Budget (oil overcharge funds); disbursed by DCTED. Eligible applicants

are cities; eligible beneficiaries are lower income renters and homeowners; dollar for dollar funding.

Indian Housing Programs: Comprehensive Improvement Assistance Program, funded by HUD. Housing Authority is eligible applicant; Native American occupants of assisted housing are beneficiaries.

Weatherization Program: Funded by the U.S. Department. of Energy and U.S. Department of Health and Human Services; administered by DCTED. Individuals are eligible applicants; eligible beneficiaries are low-income renters and homeowners.

Weatherization Program: Funded by Bonneville Power Administration; disbursed by DCTED. Eligible applicants are low income homeowners who have electrically-heated homes.

*Deferred Payment Loans for Housing Rehabilitation*

These are 0 percent interest loans with no monthly payments available to low and moderate income families. The loan is repaid at the time the home is sold or the title transferred. The program is administered by HATC. Program objectives include elimination of health and safety hazards, improving energy efficiency, and removing blighted conditions.

**C. FUTURE NEEDS ANALYSIS**

**1. ANALYSIS OF FUTURE HOUSING NEEDS**

As discussed in the land use element Rainier's population was estimated as 1,515 for the year 2003. As shown in Table 6, The 1999 Thurston Regional Population Forecast expects the City's population to grow to 2,130 by the year 2025. The TRPC forecast expects that the number of dwelling units in the City will increase to 846 by 2025 in order to accommodate population growth. Table 7 shows projected dwelling units by housing type.

**Table 6: Population Projections for Rainier**

Year	Population
2005	1,630
2010	1,790
2015	1,910
2020	2,020
2025	2,130

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Source: TRPC, 2003 Profile, 1999 TRPC Population and Employment Forecast.

**Table 7: Projection of Housing Types and Number of Units**

	<b>Year</b>	<b>Single-Family</b>	<b>Multi family</b>	<b>Manufactured Homes</b>	<b>Total Dwelling Units</b>
<b>Rainier</b>	2005	413	27	197	637
	2010	463	30	214	707
	2015	500	32	228	760
	2020	531	34	238	803
	2025	563	36	247	846
<b>Rainier UGA</b>	2005	52	0	22	74
	2010	56	0	24	80
	2015	59	0	25	84
	2020	61	0	25	86
	2025	64	0	26	90
<b>Total</b>	2005	465	27	219	711
	2010	519	30	238	787
	2015	559	32	253	844
	2020	592	34	263	889
	2025	627	36	273	936

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Source: Thurston Regional Planning Council, 2003 Regional Benchmarks Report .

## **2. RESIDENTIAL LAND SUPPLY (2000) AND LAND DEMAND (2025)**

In order to meet housing needs for the next twenty years, an adequate amount of land must be available in the City and its UGA to absorb new housing construction.

As discussed in the land use element, the 2002 Buildable Lands Report for Thurston County was prepared by the Thurston Regional Planning Council for all jurisdictions in the County to meet state Growth Management Act requirements. The land use analysis in Buildable Lands Report determined that there was an adequate land supply for future growth in population in the City of Rainier and its UGA. Table 8 shows the year 2000 estimate of residential buildable land in the City of Rainier and its UGA. It also provides an estimate of the amount of developed and undevelopable land. Table 9 shows the 2000 estimate of Residential Land Supply and the 2025 estimate of Residential Land Demand. A comparison of Land Supply to Land Demand determines whether there is an adequate supply of land in the city to accommodate forecasted growth in population and employment. As is clear by the projected percent of land remaining in the year 2025, the Buildable Lands Report analysis shows that there is sufficient residential land supply in the City of Rainier.

**Table 8: Estimate of Buildable Land in acres, 2000**

	<b>Total Land Area</b>	<b>Developed and Undevelopable Land<sup>1</sup></b>	<b>Residential Buildable Land<sup>2</sup></b>
Rainier	987	567	387
Rainier UGA	437	248	168
<b>TOTAL</b>	<b>1,424</b>	<b>815</b>	<b>554</b>

Source: Thurston Regional Planning Council, 2003 Regional Benchmarks  
Report (includes 2002 Buildable Lands Report for Thurston County)

Notes:

<sup>1</sup>Developed and Undevelopable Land includes land uses or zoning districts that are either already developed as "fully-built" or are incompatible with future residential or commercial development (some examples include critical areas and open space, parks, utilities, and cemeteries). Water, public rights-of-way, and railroad right-of-way are not included in developed and undevelopable land when calculated at the zoning district level.

<sup>2</sup>Buildable Land includes both vacant land and the undeveloped portion of partially developed lands.

**Table 9: Residential Land Supply (2000) and Demand (2025),  
Rainier and Rainier UGA**

<b>2000 Residential Land Supply<sup>1</sup></b>	<b>2025 Residential Land Demand (acres)</b>	<b>Percent Remaining in 2025</b>
554	360	35%

<sup>1</sup>Also referred to as "Buildable Land"

Source: Thurston Regional Planning Council, 2003 Regional Benchmarks  
Report (includes 2002 Buildable Lands Report for Thurston County)

### **3. AFFORDABLE HOUSING**

In the 2003 Regional Benchmarks Report, the Thurston Regional Planning Council did an analysis of housing affordability issues in support of the comprehensive plan update process which all jurisdictions in the county were undertaking. Information from that analysis is included in this discussion of affordable housing.

The comparisons between Census 1990 and Census 2000 data which are illustrated in Tables 10 and 11 highlight trends in housing value and rents in jurisdictions in Thurston County. In Table 12, the annual housing affordability index produced by the Washington Center for Real Estate Research shows that

housing in Thurston County has become more affordable since 1994. This may reflect a decrease in interest rates that occurred throughout the 1990s, making home ownership more affordable.

**Table 10: Median Rent and Housing Values  
in Thurston County - 1990 and 2000**

<b>Jurisdiction</b>	<b>Median Rent</b>		<b>Median House Value</b>	
	<b>1990</b>	<b>2000</b>	<b>1990</b>	<b>2000</b>
Bucoda	\$307	\$583	\$30,000	\$70,000
Lacey	\$461	\$677	\$78,514	\$133,200
Olympia	\$495	\$624	\$90,986	\$143,500
<b>Rainier</b>	<b>\$232</b>	<b>\$613</b>	<b>\$48,750</b>	<b>\$113,500</b>
Tenino	\$281	\$504	\$58,333	\$97,900
Tumwater	\$519	\$686	\$80,441	\$141,000
Yelm	\$359	\$625	\$60,000	\$117,400
Thurston County	\$448	\$655	\$81,388	\$145,200

Source: U.S. Census Bureau, 2000 Census data

Note – Median rent is of specified renter-occupied units, and median house value is of specified owner-occupied units.

**Table 11: Housing Value of Owner-Occupied  
Housing Units in Rainier, 2000**

<b>Value (%)</b>				
<b>Less than \$99,999</b>	<b>\$100,000 to \$149,999</b>	<b>\$150,000 to \$199,999</b>	<b>\$200,000 or more</b>	<b>Median</b>
26.7%	63.8%	7.0%	2.4%	\$113,500

Source: Thurston Regional Planning Council, The Profile, 2003; 2000 Census data

**Table 12: Housing Affordability Index  
and Mortgage Rates, Thurston County, 1995 - 2003**

<b>First Quarter</b>	<b>All Buyers Index</b>	<b>First Time Buyers Index</b>	<b>Mortgage Rate</b>
1995	124.3	76.8	8.12%
1996	135.1	81.5	7.34%
1997	131.6	79.9	7.72%
1998	145.6	87.4	7.22%
1999	155.0	92.5	6.95%
2000	136.8	80.9	8.02%
2001	143.0	85.4	7.21%
2002	148.7	89.2	6.71%
2003	154.1	92.7	5.90%

Source: Thurston Regional Planning Council, The Profile, 2003, Washington Center for Real Estate Research data

**a. Estimate of Affordable Housing Stock by HUD Income Levels, 2000**

Standard Department of Housing and Urban Development (HUD) ranges for income thresholds and an estimate of available funds for paying rent or a mortgage are shown in Table 13. Federal and state standards define affordable housing as that in which housing costs are no more than 30 percent of gross income.

Thirty percent of the median household income in Thurston County was \$14,093 in 1999. Thirty percent of this amount, calculated to a monthly value, means that these households in this range have \$352 or less to spend on housing for housing to be considered affordable. This would allow them to purchase a home worth almost \$40,000, if they could cover \$800 in closing costs, and pay \$4,000 in a down payment, or pay \$352 in rent and utilities.

**Table 13: Income Thresholds Used in Affordable Housing Needs Assessment, Thurston County, 2000**

<b>Thurston County Median Household Income in 1999 was \$46,975</b>					
				<b><u>Home Ownership</u></b>	
<b>2000 HUD Income Range</b>	<b>Household Income</b>	<b>Gross Monthly Income</b>	<b>30% of Gross for Housing</b>	<b>Cash on Hand</b>	<b>House Value</b>
30% of median	\$14,093	\$1,174	\$352	\$4,000	\$39,081
50% of median	\$23,488	\$1,957	\$587	\$6,000	\$61,723
80% of median	\$37,580	\$3,132	\$940	\$10,000	\$99,484
95% of median	\$44,626	\$3,719	\$1,116	\$10,000	\$116,709

Source: Thurston Regional Planning Council, 2003 Regional Benchmarks Report

Table 14 provides a comparison of the total number of dwelling units affordable (where housing costs are no more than 30 percent of gross income) and households, by HUD income categories. It should be noted that this table is not intended to show a one-to-one relationship between the number of households within an income range and the number of units available with the same income range. Rather, the table shows an estimate of the amount of housing stock which would be affordable to people in these HUD income categories, provided the units were available. In reality, many of these units are not available to people in these income categories. A large number of units in the mid-to-lower ranges are rented or owned by those who are spending less than 30 percent of their income for these units. These units "buy-down" and effectively lower their housing costs while at the same time reducing the inventory for those with no other options.

**Table 14: Estimate of Affordable Housing Stock  
and Households by Income Category in Rainier, 2000**

<b>2000 HUD Income Range</b>	<b>Number of Dwelling Units Available in Range</b>			<b>Number of Households within Income Range</b>
	<b>Rentals</b>	<b>Owner</b>	<b>Total</b>	
0 to 30% of median	5	12	17	59
>30 to 50% of median	42	23	65	36
>50 to 80% of median	39	117	156	111
>80 to 95% of median	11	116	128	61
Remainder	3	180	184	238
<b>Total</b>	<b>101</b>	<b>449</b>	<b>550</b>	<b>506</b>

Source: Thurston Regional Planning Council, 2003 Regional Benchmarks Report, 2000 Census data.

Table 15 provides an estimate of the minimum unmet need for affordable housing by income range. The unmet need was calculated for all those households falling at or below a specified HUD income level. For instance, the unmet need for homes for the city for those households earning 50 percent or less than the median household income is 13 dwellinits or 14 percent of those households falling within that income range. This includes those households that earn 30 percent or less of the median household income.

This is not to say that only 13 households in Rainier are paying more than they can afford (according to State and Federal standards) for housing. In reality, due to the reasons outlined above, the likelihood of that is remote. These calculations, therefore, should be thought of as the minimum unmet need for the city.



**Table15: Estimate of Affordable Housing Needs  
in Rainier, 2000**

HUD Income Ranges	Minimum Unmet Need for Affordable Housing	
	Dwellings	% of Households w/in HUD income range having unmet need for affordable housing
30% or less of Median	42	71%
50% or less of Median	13	14%
80% or less of Median	0	0%
95% or less of Median	0	0%

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Source: Thurston Regional Planning Council, 2003 Regional Benchmarks Report, 2000 Census data.

**b. Availability of Sewer**

The Farmer's Home Administration will not finance homes without sewer access, precluding this means of affordable financing throughout the Rainier area. The eventual provision of a centralized sewer system or alternative method of sewage disposal in Rainier should encourage more affordable housing in this regard.

**c. Mobile Homes and Accessory Apartments**

There are a number of other ways that Rainier could encourage the development of affordable housing that do not directly involve public financing. The city's zoning code allows one mobile home park to continue operating, but no more mobile home parks will be allowed in the future. However, mobile homes will continue to be allowed in subdivisions in certain zoning districts. Although exact figures are not available, the average price of a mobile home is less than the average price of a site-built home. Therefore, mobile homes do serve an important affordable housing need.

**4. AFFORDABLE HOUSING PROGRAMS**

A number of state and federal initiatives are aimed at fulfilling basic housing needs and expanding home ownership opportunities for low- and moderate-income citizens. The discussion of a few of these programs below is drawn from a document entitled "Guide to Affordable Housing Resources," prepared by the Thurston Regional Planning Council in 1992.

**a. Thurston County Housing Authority**

Federal housing programs are under the Department of Housing and Urban Development (HUD), which works with local and state agencies to administer its housing initiatives. The Housing Authority of Thurston County (HATC) administers two major HUD-funded programs: public housing and the Section 8 Housing Assistance Program.

Public housing is housing that is operated and managed by HATC. No public housing units are located in Rainier. The Section 8 Housing Assistance Program is designed to enable families, who would otherwise be unable to afford such housing from their own resources, to live in decent housing. HATC makes rental assistance payments directly to landlords and works directly with the tenant and landlord to administer the program. An eligible family is given a Section 8 certificate, and may then seek a suitable unit anywhere under the program regulations. If the owner of the unit agrees to sign a Housing Assistance Payment Contract, then the owner will receive a monthly payment from HATC equal to the difference between the rent and the family's portion of the payment. In order to qualify, the family's gross income must not exceed 50% of the median income in Thurston County.

**b. The Washington State Housing Finance Commission**

The Washington State Housing Finance Commission (WSHFC) is a secondary lending institution that works to open the doors of opportunity for low- to moderate-income residents of the state by creating successful housing finance programs. The Commission's single-family programs assist first-time home-buyers by offering low interest mortgage loans through participating lenders. Eligible borrowers cannot make more than 80% of the Thurston County median income, adjusted for family size. The program also includes a down-payment assistance subsidy.

The Low-Income Housing Tax Credit Program is a federally-sponsored incentive program administered by the WSHFC. It provides a dollar-for-dollar reduction in federal tax-liability to developers of multi-family apartments who agree to reserve a percentage of units for low-income renters and to restrict rents within a prescribed level. Developers can sell tax credits to investors who purchase a partnership interest in the property. This process allows the developer to raise funds required to finance the project.

**c. DCTED Housing Division**

The Housing Division of DCTED is the backbone of the state housing delivery system. One of the division's major programs is the Housing Assistance Program, which had a budget of \$34 million for the 1992-1993 biennium. The Housing Assistance Program provides loans and grants to local governments, non-profit organizations, and public housing organizations to increase the availability and affordability of low-income and special needs housing. Eligible activities include:

- new construction;
- rehabilitation or acquisition of housing or homeless shelters;
- rent or mortgage guarantees and subsidies;
- matching funds for social services directly related to providing housing for special needs groups in assisted projects;
- pre-construction technical assistance; and,
- technical assistance, design, consultation, administrative costs, and finance services for eligible nonprofit, community, or neighborhood-based organizations.

Funds are awarded through a competitive process. The projects must benefit households with incomes below 50 percent of the area's median income. Funds are provided primarily as loans, and require a 25-year commitment to maintain the housing for the intended group.

**d. Financing Options for Local Governments**

In addition to federal, state, and county programs, there are a number of housing finance mechanisms of which Rainier could take advantage to promote the construction of affordable housing. DCTED's "Housing Resource Guide" (November 1991) is an excellent index of these programs. Among the local government options are:

*General Funds or Real Estate Sales Excise Tax*

In the past, local governments could budget general tax revenues or revenue from the real estate excise tax for the provision of housing for households at or below 80 percent of the area's median income. Funds were generally provided as low- or no-interest loans on which payment was deferred so long as the housing remained affordable. However, as of 1994, jurisdictions can no longer use Real Estate Sales Excise Tax as an option to fund affordable housing.

*General Obligation Bonds for Housing*

Rainier could issue general obligation bonds for public purposes, which include the provision of housing for households at or below 80% of the area's median income. Bonds can be issued with or without voter approval. Voter-approved bonds are "unlimited" general obligation bonds, and bonds issued without voter approval are "limited" or "councilmanic" bonds.

Voter-approved bonds must be approved by 60 percent of those voting in the bond election and they must represent 40 percent of the voter turnout in the last general election in the jurisdiction. Councilmanic bonds can be issued only if the total debt of the jurisdiction does not exceed 75 percent of the jurisdiction's total assessed property value. No combination of voter-approved and councilmanic debt can exceed 2.5 percent of the total assessed value of all

taxable property in the jurisdiction. Bond funds are limited to providing the capital costs of projects.

#### *Special Purpose Property Tax Levy*

Rainier can increase regular property taxes for special purposes, including low-income housing, for a specific time period subject to voter approval. No minimum voter turnout is required and the measure can pass with a simple majority vote. Levies can provide housing at an overall lower cost than bonds because there are no issuance costs or repayment of principal and interest. Levy funds can also be used for a broader set of purposes than can bonds, including operating and administrative costs. These funds are one of the most flexible local resources for housing. Programs can be designed to address local needs. Levy funds qualify as matching funds for all state and federal housing programs.

### **5. GROUP HOMES AND FOSTER CARE FACILITIES**

The Growth Management Act requires that the housing element of the plan address special housing needs, such as group homes and foster care facilities. Rainier's zoning code addresses both group homes and foster care facilities. The definition of a "foster family home" in Rainier's zoning code is as follows: "a dwelling unit in which foster care is provided for children of adults as part of the family and the dwelling unit is governed by the state foster care home licensing provisions and conducted in accordance with state requirements." In the zoning code "group foster homes" are permitted in the Service Commercial District. The zoning code lists "group homes" as an essential public facility, subject to the special use regulations in the code.

### **D. GOALS AND POLICIES**

Because this chapter addresses housing issues in the incorporated City of Rainier as well as the unincorporated urban growth area, this chapter is adopted by both the City of Rainier and Thurston County. The City of Rainier will adopt the entire chapter, while Thurston County will adopt the text and the joint goals, policies, and actions identified with an asterisk (\*).

**\*Goal H-1: Ensure adequate housing for current and future residents of Rainier by achieving and maintaining the structural and aesthetic integrity of the housing stock.**

***Policy H-1.1:*** Conserve existing housing stock in the city through code enforcement, appropriate zoning, and participation in federal, state and regional rehabilitation programs.

***\*Policy H-1.2:*** Encourage private sector efforts to secure federal and/or state funds to provide housing for elderly and disabled citizens.

- \*Policy H-1.3:** Implement nondiscriminatory zoning regulations for group homes, consistent with the Federal Fair Housing Act.
- \*Policy H-1.4:** Continue to actively pursue CDBG monies and other funding programs which rehabilitate the existing housing stock.
  - \*ACTION:** *Coordinate with the Thurston County Housing Authority and other agencies for funding and administration of home rehabilitation and construction within the city and urban growth area.*
- Policy H-1.5:** Develop procedures for the identification and protection of historically significant housing sites and structures, including structures that are significant examples of the architectural design of their period.
- Policy H-1.6:** Compile and make available information on housing agencies and services to assist property owners and renters in rehabilitating the existing housing stock.
- \*Goal H-2: Encourage the provision of housing in a wide range of costs, with primary emphasis on housing units provided to low- and moderate-income households.**
  - \*Policy H-2.1:** Review residential land development regulations to encourage a variety of housing densities and types.
  - \*Policy H-2.2:** Cooperate with public and private housing agencies to promote a fair and equitable distribution of housing for all income groups throughout the region.
    - \*ACTION:** *Work to meet unmet affordable housing needs as monitored by the Thurston Regional Planning Council Regional Benchmarks Reportl.*
  - Policy H-2.3:** Compile and make available housing and housing agency services information to assist both low- and moderate-income families in finding adequate housing and to assist non-profit developers in locating suitable sites for affordable housing.
  - Policy H-2.4:** Encourage public, private, and non-profit associations and joint public-private partnerships to enter the low- and moderate-income housing market.

- Policy H-2.5:*** Evaluate local development standards and regulations for effects on housing costs. Modify development regulations which unnecessarily add to housing costs.
- Policy H-2.6:*** Encourage local participation in state and federal programs that facilitate home ownership by low- and moderate-income families, such as the Housing Assistance Program and the State Housing Finance Commission's home ownership loan program.
- Goal H-3:   Ensure that new development furthers the city's goal to maintain the small city atmosphere and maintains the quality of life for Rainier's residents.**
- Policy H-3.1:*** Require that the location, density, intensity, and type of new housing development are consistent with the Future Land Use Map of this plan.
- Policy H-3.2:*** Encourage a mixture of dwelling unit types that are compatible with adjacent development in appropriate areas, and ensure that adequate public facilities and services will be available to serve that housing.
- Policy H-3.3:*** Ensure that the density, intensity of use, and site design of new residential development is compatible with the city's adopted theme and with adjacent residential neighborhoods.
- Policy H-3.4:*** Require that new commercial and industrial developments locating adjacent to residential zoning districts provide adequate landscape buffering to minimize the potential for incompatibility.
- Policy H-3.5:*** Require that new residential subdivisions located adjacent to major roadways provide adequate landscape buffering to minimize the negative impacts of the roadway.
- Policy H-3.6:*** Adopt subdivision regulations that provide residences with adequate access for motorized vehicles, pedestrians and bicycles, water, sewer, and utilities, landscaping, open space, and recreation facilities in order to maintain the rural character of the community. For example, clustering should be encouraged in order to preserve open space and economize provision of infrastructure.

## **CHAPTER VI - UTILITIES**

### **A. INTRODUCTION**

This utilities element has been developed in accordance with Section 36.70A.070 of the Growth Management Act (GMA) to address private utility services in the City of Rainier and its urban growth area for the next twenty years.

The GMA defines electricity, gas, telecommunications, and cable TV as "utilities." It defines water and sewer systems separately as "public facilities." As used in this comprehensive plan, "utility" and "public facility" are not interchangeable terms. Plans for water supply and sewage treatment are addressed in the capital facilities element, and transportation and circulation-related facilities are addressed in the transportation element.

This utilities element has also been developed in accordance with county-wide planning policies, and has been integrated with all other planning elements to ensure consistency throughout the Comprehensive Plan. The location and capacity of all significant existing and proposed utilities, including electrical, gas, and telecommunication utilities, are presented in this element, as required by the GMA.

The City of Rainier understands that providers of electricity, gas, and telephone services are regional or inter-regional entities, and that provision of utility services must be well-coordinated. In devising a utility plan for Rainier, the city has consulted providers, other jurisdictions, and regional coordinating groups to ensure that Rainier's plans are consistent with other plans.

### **B. ELECTRICITY**

Electricity is provided to the City of Rainier by Puget Sound Energy (PSE ). Puget Sound Energy is a private investor-owned utility responsible for providing electrical service to about 1,000,000 residential, commercial, and industrial customers in parts of western and central Washington State.

In accordance with state law, Puget Sound Energy has an obligation to provide electricity upon demand and in accordance with "tariffs" on file with the Washington Utilities Trade Commission (WUTC). In other words, Puget Sound Energy must provide service to customers within its service territory as it is requested. This is known as a utility's duty to serve.

#### **1. SYSTEM INVENTORY AND FORECAST OF FUTURE NEEDS**

This inventory includes only the major features of the electrical transmission and distribution system. A full discussion and inventory of the distribution feeder system in Rainier is not included in this element because the level of detail

required to do so is prohibitive. The design and location of future additions to the feeder system is not presented here because the exact design of the feeder system is driven by new development as it occurs. Map 7 (following this chapter) shows existing and proposed electrical transmission system facilities in the Rainier area.

The City of Rainier is indirectly served by a 115 kV transmission line, called the - Blumaer - Yelm line, which extends from Yelm (to the northeast) to Tenino (to the west). This line enters Rainier from the northeast along the Chehalis Western railroad line, turns south along Centre Street, and leaves the city to the southwest along SR 507. A short spur along Vail Loop SE (outside the city limits and UGA) connects this line to the Olympic Vail Pipeline distribution substation. The main source of electrical energy to the City of Rainier is a 12.5 kV line originating in a substation located in Yelm.

The existing winter peak load within the Rainier city limits is estimated to be approximately three (3) Megavolt-amperes (MVA). According to Puget Sound Energy, the total existing load within Thurston County is 520 MVA, (Jan 2004 winter Peak load) and the projected growth in the Yelm-Rainier subarea is expected to contribute an additional 10 MVA through the year 2010.

Future improvements to electrical facilities in Rainier include a new Rainier View Substation in the city of Rainier. The continuing load growth in the county, particularly higher than expected growth in Yelm / Rainier area has accelerated the need for a new distribution substation. At this point Rainier substation is planned to be built and energized by fall of 2005. This project will also include a transmission line extension to create a loop feed into the new station. In addition, a high voltage circuit breaker will be installed to increase the reliability of service to the area. Feeder ties to two other area substations will be in place when Rainier View Substation is energized. When completed, all of the customers in the City of Rainier will be served from the new substation.

The Thurston County transmission system is tied to Pierce and Lewis Counties through 115 kV lines owned by Puget Sound Energy and 230 or 500 kV lines owned by the Bonneville Power Administration (BPA).

Puget Sound Energy future transmission plan in Thurston County is intended to reinforce the existing delivery system to support future load growth in the county.

Descriptions, maps, and inventories of existing, in-progress, and proposed electrical transmission facilities improvements intended to serve local and regional needs are presented and described more fully in Puget Sound Energy's Thurston County Draft GMA Electrical Facilities Plan, 1992.



## **2. ENERGY DEMAND MANAGEMENT**

The per capita consumption of electricity in Rainier is low relative to county and state averages, according to Puget Sound Energy representatives. Even so, the City of Rainier promotes a number of community programs aimed at conserving electricity by decreasing demand. The Housing Rehabilitation Program, funded by a Community Development Block Grant, provides loans to low-income families in order to rehabilitate deteriorated housing units. Many of the improvements that are funded through this program (such as restoration of foundations, walls, windows, or ceilings) improve energy efficiency in the home. Precise data on energy savings resulting from the program are not available because the program does not collect such data. Other programs through Puget Sound Energy and the Community Action Council provide home weatherization assistance to low-income families.

### **C. TELECOMMUNICATIONS**

Like providers of electricity, providers of basic telephone service have a duty to provide service as it is requested within their service areas. Basic and long-distance telephone service is currently provided to the City of Rainier by the YCOM NETWORKS (YCOM), whose service area includes Yelm, Rainier, and the surrounding rural areas. YCOM acts proactively to make certain that adequate facilities are in place when and where service is requested.

YCOM foresees significant growth throughout its service area during the next twenty years and plans major changes in its telecommunications facilities within the City of Rainier and the surrounding area to include the following:

- Installation of fiber optic cabling to provide broadband services such as Distance Learning, CATV, and data;
- Removal of aerial wires within the city limits of Rainier and replacement with buried cable; and
- Installation of a manhole and duct system starting at the YCOM central office in Yelm and ending past the railroad tracks on Centre Street in Rainier.

By the end of 1998 the Yelm Telephone Company plans to be able to deliver broadband telephone service and data anywhere in its serving area.

### **D. NATURAL GAS**

Rainier's downcity area is served by the regional natural gas distribution system operated by Puget Sound Energy (PSE). PSE is not regulated under a 'duty to provide' service obligation, as are providers of electricity and basic telephone service. Thus, PSE is free to base decisions regarding expansion of natural gas service on whether or not such expansions will be profitable. Expansion of natural gas service throughout Rainier and its UGA will thus depend on the ability of customers in these

areas to pay for the expansion. No new major natural gas facilities are planned for Rainier within the planning period.

#### **E. CABLE TELEVISION**

Rainier's cable television service is provided by Comcast . The cables run through the city along SR 507. Although Viacom plans many improvements to its services in the Rainier area, no major extensions of cables into new areas are planned within the city.

TCI Prime Star is making satellite services available to the Rainier area. Satellite dishes can be installed at residences for less than \$200.

#### **F. REFUSE AND RECYCLING SERVICES**

The City of Rainier operates a garbage collection and disposal service. Garbage is disposed at the Hawk's Prairie Landfill east of Lacey. This landfill is expected to close by the year 2007, before which time a new disposal site for all of Thurston County's garbage will have to be found.

Thurston County provides and maintains recycling bins near Rainier's Public Works building, and empties the recycling bins at least once per week. There is no charge to the city or to other bin users for recycling services.

#### **G. ISSUES SUMMARY**

The City of Rainier needs to coordinate with private utilities and other regional jurisdictions so that utilities may provide high-quality and reliable services to their customers and to plan for future development and expansion of utility facilities. The siting of utility facilities requires coordination with Rainier's land use plan so that they will be sited in a manner reasonably compatible with adjacent land uses. In order to site utility facilities in a reasonably compatible manner, the city may investigate development standards that require some utilities to be located underground, in accordance with any rates and tariffs, as well as with the public service obligations applicable to the serving utility.

#### **H. GOALS AND POLICIES**

Because this chapter addresses utility issues in the incorporated City of Rainier as well as the unincorporated urban growth area, this chapter is adopted by both the City of Rainier and Thurston County. The City of Rainier will adopt the entire chapter, while Thurston County will adopt the text and the joint goals, policies, and actions identified with an asterisk (\*).

**\*Goal U-1: Ensure that the energy, communication, and solid waste disposal facilities and services needed to support current and future development are available when they are needed.**

**\*Policy U-1.1:** The city does not provide energy, communication or landfill disposal services. Energy and communication services are currently provided by private companies. Thurston County provides landfill disposal services. To facilitate the coordination of these services, the city and county should discuss and exchange population forecasts, development plans, and technical data with the agencies and utilities identified in this plan.

**\*Policy U-1.2:** The city and county will provide timely and effective notification of interested utilities of road construction, and of maintenance and upgrades of existing roads to facilitate coordination of public and private utility trenching activities in the Rainier urban growth area.

**\*Policy U-1.3:** The city and county will encourage the location of necessary utility facilities within existing and planned transportation and utility corridors.

**Policy U-1.4:** For solid waste collection, natural gas, electricity, and telecommunications, encourage system practices intended to minimize the number and duration of interruptions to customer service.

**\*Policy U-1.5:** Coordinate Rainier's land use planning with the planning activities of Puget Sound Energy, YCOM Networks, US West, MCI, Sprint, Comcast, TCI, and the Thurston County Solid Waste Division, by ensuring that providers of public services and private utilities use the land use element of this plan when planning for future facilities.

**ACTION:** *Adopt procedures which encourage the exchange of information relative to public and private utility planning processes.*

**ACTION:** *Where appropriate, seek to provide private utilities with information on pending development proposals.*

**Policy U-1.6:** Coordinate with Puget Sound Energy to encourage the extension of natural gas service north of the railroad tracks.

**Goal U-2:** **Provide an adequate and effective recycling program to serve the needs of Rainier residents which maintains public health, environmental and land use quality, with the long-term goal of**

**reducing or recycling 60 percent of Rainier's waste stream, with an mid-term goal of 40 percent.**

***Policy U-2.1:*** Through the land development regulations, encourage multifamily and commercial developments to provide on-site recycling containers.

***Policy U-2.2:*** Strive to decrease the amount of solid waste entering landfill sites, extend the useful life of regional landfills and transfer stations, and minimize natural resource depletion by establishing a solid waste recycling program and participating in the procurement of recycled products.

***Policy U-2.3:*** Encourage private sector involvement in recycling programs and in the use of recycled products.

**\*Goal U-3: To reasonably minimize impacts associated with the siting, development, and operation of utility services and facilities on adjacent properties and the natural environment, consistent with the serving utilities public service obligations.**

***Policy U-3.1:*** Electric power substations and recycling drop-off boxes should be reasonably sited, designed, and buffered (through extensive screening and/or landscaping) to fit in harmoniously with their surroundings. When sited within or adjacent to residential areas, special attention should be given to reasonably minimizing the impacts of noise, light, and glare. Visual and land use impacts resulting from electrical system upgrades should also be reasonably mitigated.

***Policy U-3.2:*** Encourage or require implementation of resource conservation practices and best management practices according to the U.S.D.A. Soil Conservation Service during the construction, operation, and maintenance of utility systems.

**\*Policy U-3.3:** Cooperatively work with surrounding municipalities and Thurston County in the planning and development of multi-jurisdictional utility facility additions and improvements.

**\*ACTION:** *Coordinate the formulation and periodic update of the utilities element and relevant implementing development regulations with adjacent jurisdictions.*

***Policy U-3.4:*** Where practical, encourage the reasonable screening or enclosure of utility meter cabinets, terminal boxes, and

transformers in a manner reasonably compatible with the surrounding environment.

**\*Policy U-3.5:** Where possible, encourage joint use of transportation rights-of-way and utility corridors, provided that such joint use is consistent with limitations as may be prescribed by applicable law and prudent utility practice.

**Policy U-3.6:** Develop mechanisms to notify interested utilities of road maintenance, upgrades, and new construction to facilitate coordination of public and private utility trenching activities.

**Policy U-3.7:** Ensure that development regulations are consistent with and do not otherwise impair the fulfillment of public service obligations imposed by federal and state law.

**Policy U-3.8:** Make decisions with respect to utility facilities so that safe, adequate, and efficient availability of electrical service in other jurisdictions is not negatively affected.



**Policy U-3.9:** Process permits and approvals for utility facilities in a fair and timely manner, and in accordance with development regulations which ensure predictability.

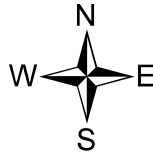
# Rainier & UGA - Utility Lines

## Pipeline

-  Fuel
-  Gas

## Electric Transmission Line

-  69 KV (Proposed 230 KV)
-  115 KV



1,200 600 0 1,200 Feet



Rainier City Limits



Rainier Urban Growth Boundary

Prior to annexation, the maximum permitted residential density in the unincorporated portions of the long-term UGA is 1 unit per 5 acres

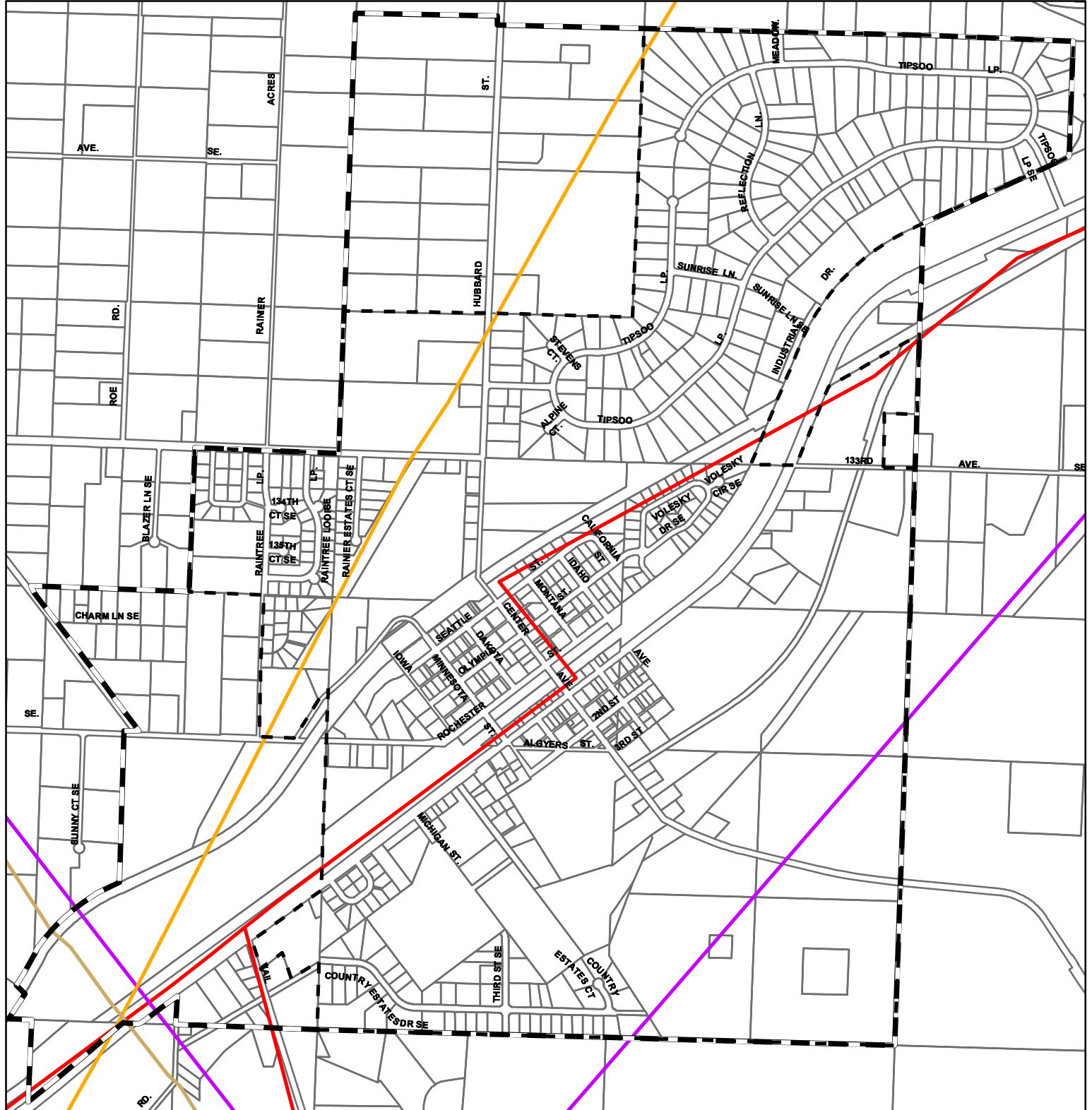
## Map 7: Utility Systems

Map Produced By: Thurston Regional Planning Council

April 2004

P:\Small Towns\Rainier\Comp\_plan\Maps\_Images\Map 7.mxd

Source: Puget Power - December 1992



# APPENDIX A

## Thurston County COUNTY-WIDE PLANNING POLICIES August 16, 1993

*These policies were adopted by the Board of County Commissioners on September 8, 1992. They were ratified earlier by each of the seven cities and towns within Thurston County. Those seven cities and towns are Lacey, Olympia, Tumwater, Bucoda, Rainier, Tenino and Yelm. On August 2, 1993, representatives of Thurston County and the seven cities and towns met to clarify intent of policies 1.2 and 1.3 and to affirm long and short term Urban Growth boundaries established in 1988 around Olympia, Lacey and Tumwater.*

Background: The Growth Management Act calls for the faster growing counties and cities within their borders to undertake new planning to prepare for anticipated growth. New parts are to be added to the Comprehensive Plans of these counties and cities, and those plans are to be coordinated and consistent. The framework for this coordination are county-wide planning policies, developed by each county, in collaboration with its cities and towns. These are Thurston County's county-wide planning policies which will be used to frame how the Comprehensive Plans of Thurston County and the seven cities and towns will be developed and coordinated.

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**I.**  
**URBAN GROWTH AREAS**

June 5, 1992

Adopted September 8, 1992

*Note: The North County long and short term boundaries established in 1988 with public hearings and incorporation into the Thurston County Comprehensive Plan, are affirmed as in effect today. (This clarification added 8/2/93).*

Urban growth within Thurston County will occur only in designated urban growth areas. To ensure that urban growth areas are established and periodically reviewed, the cities and towns will work with Thurston County to:

1.1 Designate growth area boundaries that meet the following criteria:

- a. Contain areas characterized by urban growth,
- b. Are served by or are planned to be served by municipal utilities,
- c. Contain vacant land near existing urban areas that is capable of supporting urban development,
- d. Are compatible with the use of designated resource lands and critical areas,
- e. Follow logical boundaries,
- f. Consider citizen preferences, and
- g. Are of sufficient area and densities to permit the urban growth that is projected to occur in the succeeding twenty-year period.

1.2 Designate and amend urban growth boundaries through the following **process**:

- a. Cities and towns will confer with the county about boundary location or amendment,
- b. Proposed boundaries are presented to the UGM subcommittee of Thurston Regional Planning Council, which makes a recommendation directly to the Board of County Commissioners,
- c. Following a public hearing, the Board of County Commissioners designates the boundaries and justifies its decision in writing,
- d. Cities and towns not in agreement with the boundary designation may request mediation through the State Department of Community Development, and
- e. At least every 10 years, growth boundaries will be reviewed based on updated 20 year population projections.

*Note: Section 1.2 applies to the "long term urban growth boundary" in the North County and "the urban growth boundary" in South County. For amendments to the North County urban growth boundary, the Urban Growth Management Committee of Thurston Regional Planning Council will develop criteria to evaluate long term boundary changes and a process for involving area residents and other jurisdictions, through joint planning or some form of the process. The governing body of each of the North County jurisdictions will review the proposed criteria and process. (This clarification added 8/2/93).*



### 1.3 Short Term Urban Growth Boundaries

The establishment of short term urban growth area boundaries is optional. Any existing short term boundaries and their methods of expansion as established under urban growth management agreements will remain in place until such agreements are re-examined.

*Note: Joint planning between Thurston County and the affected city, only, is the method for changing the North County short term boundary. (This clarification added 8/2/93).*

## **II. PROMOTION OF CONTIGUOUS AND ORDERLY DEVELOPMENT & PROVISION OF URBAN SERVICES**

August 19, 1992

Adopted September 8, 1992

In order to accommodate most of the county's population and employment in urban growth areas in ways that ensure livability, preservation of environmental quality, open space retention, varied and affordable housing, high quality urban services at least cost, and orderly transition of land from county to city, Thurston County and each city and town will:

### 2.1 Concentrate development in growth areas by:

- a. Encouraging infilling in areas already characterized by urban growth that have the capacity and provide public services and facilities to serve urban development;
- b. Phasing urban development and facilities outward from core areas,
- c. Establishing mechanisms to ensure average residential densities sufficient to enable the county as a whole to accommodate its 20-year population projection; (*See process policy on page 11*)
- d. Designate rural areas for low intensity, non-urban uses that preserve natural resource lands, protect rural areas from sprawling, low-density development and assure that rural areas may be served with lower cost, non-urban public services and utilities;
- e. Where urban services & utilities are not yet available, requiring development to be configured so urban growth areas may eventually infill and become urban.
- f. Considering innovative development techniques.

## 2.2 Coordinate Urban Services, Planning, and Standards through:

- a. Coordinated planning and implementation of urban land use, parks, open space corridors, transportation, and infrastructure within growth areas;
- b. Identification, in advance of development, of sites for schools, parks, fire and police stations, major stormwater facilities, greenbelts, and open space. Acquisition of sites for these facilities shall occur in a timely manner and as early as possible in the overall development of the area;
- c. Compatible development standards & road/street level of service standards among adjoining jurisdictions
- d. Development occurring within unincorporated urban growth areas shall conform to the development standards of the associated city or town;  
*Explanatory comment: This provision recognized that development short of this requirement may cause the larger society to bear the expense of retrofitting the development to meet urban standards (i.e., water, sewer, stormwater, and roadways) upon eventual annexation. This standard will further enable the larger community to structure how growth will occur to minimize the cost of providing the infrastructure for these service systems.*
- e. Phasing extensions of urban services and facilities concurrent with development; and
- f. No extensions of urban services and facilities, such as sewer and water, beyond urban growth boundaries except to serve existing development in rural areas with public health or water quality problems.

## 2.3 Provide capacity to accommodate planned growth by:

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

## 2.4 Cooperate on annexations in order to accomplish an orderly transfer of contiguous lands within growth areas into the adjoining cities and towns.

### III.

#### **JOINT COUNTY AND CITY PLANNING WITHIN URBAN GROWTH AREAS**

August 19, 1992

Adopted September 8, 1992

Thurston County and the cities and towns within its borders will jointly plan the unincorporated portions of urban growth areas as follows:

- 3.1 Each city and town will assume lead responsibility for preparing the joint plan for its growth area in consultation with the county and adjoining jurisdictions.

- a. The lead city or town and the county will jointly agree to the level and role of county involvement at the outset of the project, including the role of each jurisdiction's planning commission.
  - b. A scope of work, schedule and budget will be jointly developed and individually adopted by each jurisdiction.
  - c. The process will ensure participation by area residents and affected entities.
- 3.2 The jointly adopted plan or zoning will serve as the basis for county planning decisions and as the pre-annexation comprehensive plan for the city to use when annexations are proposed.
- 3.3 Each joint plan or zoning will include an agreement to honor the plan or zoning for a mutually agreeable period following adoption of the plan or annexation.
- 3.4 Nothing in these policies shall be interpreted to change any duties and roles of local governmental bodies mandated by state law; for example, statutory requirements that each jurisdiction's planning commission hold hearings and make recommendations on comprehensive plans and zoning ordinances.

*Explanatory Comment: Through the joint planning process outlined in these county-wide planning policies, a committee may draft a joint city and county plan and zoning ordinance; and it is possible that there may be no county planning commissioners serving on the drafting committee. However, the County Planning Commission still has the statutory responsibility to hold hearings on the draft plan and zoning ordinance and make recommendations on those documents to the Board of Thurston County Commissioners.*

#### IV. SITING COUNTY-WIDE AND STATE-WIDE PUBLIC CAPITAL FACILITIES

June 5, 1992

Adopted September 8, 1992

In order to provide a rational and fair process for siting public capital facilities that every community needs, but which have impacts that make them difficult to site, Thurston County and each city and town will:

- 4.1 Cooperatively establish a process for identifying and siting within their boundaries public capital facilities of a county-wide and state-wide nature which have a potential for impact beyond jurisdictional boundaries. The process will include public involvement at early stages. These are facilities that are typically difficult to site, such as airports, terminal facilities, state educational facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes.
- 4.2 Base decisions on siting county-wide and state-wide public capital facilities on the jurisdiction's adopted plans, zoning and environmental regulations, and the following general criteria:

- a. County-wide and state-wide public capital facilities shall not have any probable significant adverse impact on lands designated as critical areas or resource lands; and
- b. Major public facilities that generate substantial traffic should be sited near major transportation corridors.

**V.**  
**ANALYSIS OF FISCAL IMPACT**

August 19, 1992  
Adopted September 8, 1992

In order to conduct growth management planning that is fiscally realistic and achievable, in recognition of the high costs of providing public services and facilities to meet the needs of existing future population; and in order to provide equity and fairness with respect to who pays those costs, Thurston County and each city and town should

- 5.1 Develop financing methods for infrastructure which minimize the taxpayer's overall burden and fairly divide costs between existing and new development.
- 5.2 Cooperatively explore a method to mitigate the fiscal impact on county government of annexation of significant developed commercial and industrial properties.
- 5.3 Cooperatively explore methods of coordinating financing of infrastructure in urban growth areas.

**VI.**  
**ECONOMIC DEVELOPMENT AND EMPLOYMENT**

June 5, 1992

Adopted September 8, 1992

City, town and county governments in Thurston County encourage sustainable economic development and support job opportunities and economic diversification that provide economic vitality and ensure protection of water resources and critical areas. In order to attain an economic base that provides an adequate tax base revenue source, enhances the quality of life of community residents, and maintains environmental quality, the cities, towns and county will:

- 6.1 Provide in their comprehensive plans for an adequate amount of appropriately located land, utilities, and transportation systems to facilitate environmentally sound and economically viable commercial, public sector, and industrial development;
- 6.2 Support the retention and expansion of existing public sector and commercial development and environmentally sound, economically viable industrial development and resource uses;
- 6.3 Provide assistance in obtaining funding and/or technical assistance for the expansion or establishment of environmentally sound and economically viable economic development;
- 6.4 Support recruitment of environmentally sound and economically viable economic development that helps to diversify or strengthen local economies;
- 6.5 Support workforce training that will facilitate desirable economic development that helps to diversify or strengthen local economies;
- 6.6 Improve regulatory certainty, consistency, and efficiency;
- 6.7 Coordinate economic development efforts with other jurisdictions, the port, the Economic Development Council, chambers of commerce, and other affected groups; and
- 6.8 Encourage the utilization and development of areas designated for industrial use, consistent with the environmental policies in Section IX.

**VII.**  
**AFFORDABLE HOUSING**  
August 19, 1992  
Adopted September 8, 1992

The cities, towns and county will institute measures to encourage the availability of affordable housing for all incomes and needs and ensure that each community includes a fair share of housing for all economic segments of the population by:

- 7.1 Establishing a process to accomplish a fair share distribution of affordable housing among the jurisdictions.
- 7.2 Working with the private sector, Housing Authority, neighborhood groups, and other affected citizens to facilitate the development of attractive, quality low and moderate income housing that is compatible with the surrounding neighborhood and located with easy access to public transportation, commercial areas and employment centers.
- 7.3 Accommodating low and moderate income housing throughout each jurisdiction rather than isolated in certain areas.
- 7.4 Exploring ways to reduce the costs of housing.
- 7.5 Examining and modifying current policies that provide barriers to affordable housing.
- 7.6 Encouraging a range of housing types and costs commensurate with the employment base and income levels of their populations, particularly for low, moderate and fixed income families.
- 7.7 When possible, provide assistance in obtaining funding and/or technical assistance for the expansion or establishment of low cost affordable housing for low, moderate and fixed income individuals and families.

**VIII.**  
**TRANSPORTATION**  
April 30, 1992  
Adopted September 8, 1992

- 8.1 Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- a. Local comprehensive plans will consider the relationship between transportation and land use density and development standards.
  - b. Local comprehensive plans and development standards should provide for local and regional pedestrian and bicycle circulation.
  - c. Improved transit service will be based on Intercity Transit's plans, the regional transportation plan, and local comprehensive plans.
  - d. Transportation Demand Management plans and programs required by State law will be implemented as key part of the region's transportation program.
  - e. Improvements to the regional road network will be consistent with local and regional transportation plans.
  - f. The regional transportation planning process is the primary forum for setting County-wide transportation policy.
- 8.2 The transportation element of each jurisdiction's comprehensive plan will be consistent with the land use element of that jurisdiction's comprehensive plan.
- 8.3 The transportation element of each jurisdiction's comprehensive plan will include level of service standards for all arterials and transit routes and services. Each jurisdiction will coordinate these level of service standards with all adjacent jurisdictions. Transit level of service standards will be consistent with Intercity Transit policies.
- 8.4 Each jurisdiction's transportation element will include an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions.
- 8.5 As soon as feasible, given existing resources, the transportation elements of comprehensive plans adopted by Thurston County and each city and town in the county will be made consistent with the regional transportation plan adopted by Thurston Regional Planning Council according to the provisions of the Growth Management Act.
- 8.6 The regional transportation plan adopted by Thurston Regional Planning Council will be made consistent with the land use elements of comprehensive plans adopted by Thurston County and the cities and towns within Thurston County and with state transportation plans as soon as feasible after those

**Thurston County**  
**County Wide Planning Policies**

plans are adopted or updates under the provisions of the Growth Management Act. At a minimum, the regional transportation plan will be reviewed and updated, if necessary, every two years for consistency with the most recent local comprehensive plans and state transportation plans.

- 8.7 All transportation projects within Thurston County that have an impact upon facilities or services identified as regional in the regional transportation plan will be consistent with the regional transportation plan.
- 8.8 The regional transportation plan should include an analysis of the economic and environmental impacts of land use policies that encourage people to commute.
- 8.9 Local and regional transportation plans will consider maritime, aviation and rail transportation as an integral link to the area's regional transportation needs.

## **IX. ENVIRONMENTAL QUALITY**

August 19, 1992

Adopted September 8, 1992

In order to fulfill the responsibilities of each generation as a trustee of the environment for succeeding generations; and to assure a safe, healthful, and productive environment for local residents, the county, cities and towns will:

- 9.1 Recognize our interdependence on natural systems and maintain a balance between human uses and the natural environment by:
  - a. Establishing a pattern and intensity of land and resource use in concert with the ability of land and resources to sustain such use; and
  - b. Concentrating development in urban growth areas in order to conserve natural resources and enable continued resource use;
- 9.2 Protect ground and surface water and the water of the Puget Sound from further degradation by adopting and participating in comprehensive, multi-jurisdictional program to protect and monitor water resources for all uses;
- 9.3 Protect and enhance air quality;
- 9.4 Minimize high noise levels that would degrade the residents' quality of life;
- 9.5 Maintain significant wildlife habitat and corridors; and
- 9.6 Preserve and promote awareness of our historic, cultural, and natural heritage.



- 9.7 Encourage the reuse and recycling of materials and products, and reduction of waste to the maximum extent practicable.
- 9.8 Provide for parks and open space.
- 9.9 Plan for the amount of population that can be sustained by our air, land and water resources without degrading livability and environmental quality.

COUNTY-WIDE POLICIES WHICH ESTABLISH A PROCESS  
TO DEVELOP FUTURE POLICIES

August 10, 1992

Adopted September 8, 1992

**Amended July 1, 2002**

- 10.1 Process to determine and assure sufficiency of Urban Growth Areas to permit projected urban population:
  - a. The state Office of Financial Management growth management planning population projections for Thurston County will be used as the range of population to be accommodated for the coming 20 years.
  - b. Within the overall framework of the OFM population projections for the County Thurston Regional Planning Council will develop countywide and smaller area population projections, pursuant to RCW 36.70A.110 and based on current adopted plans, zoning and environmental regulations and buildout trends.
  - c. A review and evaluation program pursuant to RCW 36.70A.215 ("Buildable Lands Program") will be established. The evaluation required under the Buildable Lands Program will be completed no later than September 1, 2002, subject to availability of State funding. Subsequent evaluations shall occur at least once every five years. This evaluation may be combined with the review and evaluation of county and city comprehensive land use plans and development regulations required by RCW 36.70A.130 (1), and the review of urban growth areas required by RCW 36.70A.130(3).
    - i. In the event of a dispute among jurisdictions relating to inconsistencies in collection and analysis of data, the affected jurisdictions shall meet and discuss methods of resolving the dispute.
    - ii. Nothing in this policy shall be construed to alter the land use power of any Thurston County jurisdiction under established law.
    - iii. Because inclusion of this policy is as a result of state mandated legislation, implementation of this policy shall be commensurate with state funding.
  - d. The Thurston Regional Planning Council will review the smaller area population projections to assure that the 20-year population is accommodated county-wide, and that urban growth areas are of sufficient area and densities to permit the projected urban population.

*Explanatory comment: If the smaller area projections under “b” above indicate, for example, that based on existing planning/zoning and buildout trends that one or all Urban Growth Areas would be full before 20 years, the county and cities will be in position through the review that would take place under provision “d” to identify needed actions, such as enlarging growth boundaries, encouraging more compact development inside growth areas, mechanisms to cut the amount of population coming to the county, etc.*

10.2 These county-wide policies will be reviewed upon request of four jurisdictions.

## **APPENDIX B – POTENTIAL FINANCING FOR CAPITAL FACILITIES**

**EXCERPT FROM:**

### **Infrastructure Financing for Small Communities in Washington State**

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*A reference book and workbook to help decision-makers in small communities understand, evaluate and select the best financing options for their infrastructure needs.*

***Funded by:***

***The Washington State Department of Community, Trade and Economic Development***



***Published by:***

***Rural Community Assistance Corporation***

***September 1999***



## **Summary of Government Loan Programs for Infrastructure Improvements**

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Summary of Government Loan Programs for Infrastructure Improvements							
Program	Agency	Eligible projects	Eligible applicants	Maximum loan	Loan terms/ interest	Match required	How to apply
Public Works Trust Fund (PWTF) – Construction Program	Washington State Public Works Board	Repair, replacement, or improvement of existing domestic water, sanitary sewer, storm sewer, solid waste, road, and bridge projects. Solid waste and recycling projects.	Counties, cities, and special purpose districts (but not school districts or port districts) meeting certain requirements – contact program staff.	\$7-10 million per jurisdiction.	Low-interest loans of 1%, 2%, or 3% (rates vary depending on local match).  Loan term 20 years.	10-30% local match; match must be from locally-generated revenues; federal or state grants not eligible to match these loans.	Applications due in April.  Phone: 360/586-0659
Public Works Trust Fund (PWTF) – Pre-Construction Program	Washington State Public Works Board	Pre-construction activities (e.g., preliminary engineering, design engineering, bid-document preparation, right-of-way acquisition, environmental studies) associated with projects for repair, replacement or improvement of existing domestic water, sanitary sewer, storm sewer, solid waste, roads, and bridge systems.	Counties, cities, and special purpose districts (but not school districts or port districts) meeting certain requirements – contact program staff.	\$1 million per jurisdiction.	Low-interest loans of 1%, 2%, or 3% (rates vary depending on local match).  Maximum loan term 5 years; converted to 20 year loan term when construction funding is secured.	10-30% local match; match must be from locally-generated revenues; federal or state grants not eligible as match.	Applications due in September.  Phone: 360/753-4283

### Summary of Government Loan Programs for Infrastructure Improvements

<i>Program</i>	<i>Agency</i>	<i>Eligible projects</i>	<i>Eligible applicants</i>	<i>Maximum loan</i>	<i>Loan terms/ interest</i>	<i>Match required</i>	<i>How to apply</i>
Public Works Trust Fund (PWTF) – Capital Facilities Planning program	Washington State Public Works Board	May be used for single or multiple system covering eligible systems. Eligible activities include updates to existing CFPs.	Counties, cities, and special purpose districts (but not school districts or port districts) whose Growth Management Act (GMA) deadline has not passed, or jurisdictions not planning under GMA.	\$30,000 per jurisdiction.	Zero percent (0%) interest loans.	At least 25% local match; match must be from locally-generated revenues; federal or state grants not eligible as match.	Application cycle is year-round, on a fund-available basis.  Phone: 360/664-2856
Drinking Water State Revolving Fund (DWSRF)	Washington State Public Works Board and Washington State Department of Health (DOH)	Projects that facilitate planning, design, and construction of improvements aimed at increasing public health protection.	Community and non-community (for-profit and non-profit) water systems, except federal and state owned systems.	Varies according to population and ownership.	Low-interest loans. Not to exceed 20 years.	Loans require a 10% locally-generated match; federal or state grants are not eligible as match.	Applications due in July.  Phone: 360/586-1310 360/236-3093

### Summary of Government Loan Programs for Infrastructure Improvements

<i>Program</i>	<i>Agency</i>	<i>Eligible projects</i>	<i>Eligible applicants</i>	<i>Maximum loan</i>	<i>Loan terms/interest</i>	<i>Match required</i>	<i>How to apply</i>
Community Economic Revitalization Board (CERB) - Traditional Program	Washington State Community Economic Revitalization Board (CERB) and Department of Community, Trade and Economic Development	Construction projects associated with sanitary sewer, storm sewer, domestic and industrial water, access roads, bridges, railroad spurs, electricity, natural gas, general purpose industrial buildings, and port facilities; funds growth.	Statewide; for economically disadvantaged communities, including: counties, cities, towns, port districts, special purpose districts, and municipal/quasi-municipal corporations providing for public facilities.	\$1,000,000	Low-interest loans. May defer principal and interest for a maximum of 5 years; 20-year maximum term, including deferral.	Loans require a minimum 10% match. Leveraging with other funds is encouraged.	Application cycle is year-round, on a fund-available basis. Phone: 360/586-0657
Community Economic Revitalization Board (CERB) - Rural Natural Resources Program (RNR)	Washington State Community Economic Revitalization Board (CERB) and Department of Community, Trade and Economic Development	Planning, pre-construction, and construction projects associated with new infrastructure projects (same systems as above); feasibility studies; funds growth.	Communities affected by the downturn in the timber and salmon industries, including: counties, cities, towns, port districts, special purpose districts, and municipal/quasi-municipal corporations providing for public facilities.	\$500,000	Low-interest loans. May defer principal and interest for a maximum of 5 years; 20-year maximum term, including deferral.	Loans require a minimum 10% match. Leveraging with other funds is encouraged.	Application cycle is year-round, on a fund-available basis. Joint application with PWTF RNR program. Phone: 360/586-0657

Summary of Government Loan Programs for Infrastructure Improvements							
Program	Agency	Eligible projects	Eligible applicants	Maximum loan	Loan terms/ interest	Match required	How to apply
State Water Pollution Control Revolving Fund (Clean Water SRF)	Washington State Department of Ecology	Planning, pre-construction, and construction projects associated with publicly-owned wastewater treatment facilities; non-point source pollution control projects; can fund existing need plus up to 20 years capacity for growth.	Counties, cities, towns, tribes, conservation districts, or other political subdivision, and municipal or quasi-municipal corporations.	Contact program staff.	Low-interest loans, based on a percentage of market rate.  Loan term 0-20 years.	Not required.	Applications due end of February.  Phone: 360/407-6510
Centennial Clean Water Fund (CCWF) – Regular Program	Washington State Department of Ecology	Planning, implementation, design, acquisition, construction, and improvement of water pollution control facilities and activities; grants and loans for existing need; loans for existing need plus 10% for growth.	Counties, cities, towns, conservation districts, or other political subdivision, municipal or quasi-municipal corporations, and tribes.	\$2.5 million for facilities; \$250,000 for activities (FY96 cycle).	Low-interest loans, based on a percentage of market rate.  Loan term 0-20 years.	Not required.	Applications due end of February.  Phone: 360/407-6566



Summary of Government Loan Programs for Infrastructure Improvements							
Program	Agency	Eligible projects	Eligible applicants	Maximum loan	Loan terms/ interest	Match required	How to apply
Water and Waste Disposal Direct Loans and Grants	United States Department of Agriculture (USDA) – Rural Development – Rural Utilities Service (RUS)	Pre-construction, and construction projects associated with constructing, repairing, improving, expanding, or modifying drinking water, wastewater, solid waste disposal, and storm drainage facilities.	Cities and towns with population of 10,000 or less, counties, special purpose districts, and tribes unable to obtain funds from other sources at reasonable rates and terms.	\$16 million.	Low-interest loans. 40-year maximum term.	No local match required.	Application cycle is year-round, on a fund-available basis.  Phone: 509/664-0200 360/704-7708
Water and Waste Disposal Guaranteed Loans	United States Department of Agriculture (USDA) – Rural Development – Rural Utilities Service (RUS)	Drinking water, wastewater, solid waste disposal, and storm drainage projects.	Cities and towns with population of 10,000 or less, counties, special purpose districts, and tribes unable to obtain funds from other sources at reasonable rates and terms.	80% guaranteed; may increase to 90% for extreme situations.	Guaranteed loans are made and serviced by lender such as banks or savings and loan associations.	No local match required.	Application cycle is year-round, on a fund-available basis.  Phone: 509/664-0200 360/704-7708

### Summary of Government Loan Programs for Infrastructure Improvements

<i>Program</i>	<i>Agency</i>	<i>Eligible projects</i>	<i>Eligible applicants</i>	<i>Maximum loan</i>	<i>Loan terms/interest</i>	<i>Match required</i>	<i>How to apply</i>
Community Facility Direct Loans	United States Department of Agriculture (USDA) - Rural Development - Rural Housing Service (RHS)	Construct, enlarge, or improve community facilities for health care, public safety, and public services. Public services that can be funded include, but are not limited to, off-street parking facilities, sidewalks, and street improvements. Also, land acquisition and site preparation for industrial park, including utilities throughout.	Municipalities, counties, special purpose districts, non-profit corporations, and tribal governments unable to obtain commercial credit to develop essential public facilities in rural areas and towns up to 50,000 in population.	Contact program staff.	Low-interest loans. 40-year maximum term; repayment period is limited to the useful life of the facility or any statutory limitation on the applicant's borrowing authority. Interest rates based on current market yields.	No local match required.	Application cycle is year-round, on a fund-available basis.  Phone: 360/704-7761

### Summary of Government Loan Programs for Infrastructure Improvements

<i>Program</i>	<i>Agency</i>	<i>Eligible projects</i>	<i>Eligible applicants</i>	<i>Maximum loan</i>	<i>Loan terms/ interest</i>	<i>Match required</i>	<i>How to apply</i>
Community Facility Guaranteed Loans	United States Department of Agriculture (USDA) -- Rural Development -- Rural Housing Service (RHS)	Construct, enlarge, or improve community facilities for health care, public safety, and public services. Public services that can be funded include, but are not limited to, off-street parking facilities, sidewalks, and street improvements. Also, land acquisition and site preparation for industrial park, including utilities throughout.	Municipalities, counties, special purpose districts, non-profit corporations, and tribal governments to develop essential public facilities in rural areas and towns up to 50,000 in population.	80% guaranteed; may increase to 90% for extreme situations.	Guaranteed loans are made and serviced by lender such as banks or savings and loan associations.  May be fixed or variable interest rates, determined by lender and borrower.	No local match required.	Application cycle is year-round, on a fund-available basis.  Phone: 360/704-7761

**Summary of Government Grant Programs for  
Infrastructure Improvements**

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**Summary of Government Grant Programs for Infrastructure Improvements**

<i>Program</i>	<i>Agency</i>	<i>Eligible projects</i>	<i>Eligible applicants</i>	<i>Maximum grant</i>	<i>Match required</i>	<i>How to apply</i>
Clean Water Act Section 319 Nonpoint Source Program	Washington State Department of Ecology	Implementing nonpoint source pollution activities and projects.	Counties, cities, towns, tribes, conservation districts, other political subdivision, and municipal or quasi-municipal corporations.	Contact program staff.	Activity grants require a 25% match.	Applications due end of February.  Phone: 360/407-6509
Centennial Clean Water Fund (CCWF) - Regular Program	Washington State Department of Ecology	Planning, implementation, design, acquisition, construction, and improvement of water pollution control facilities and activities; grants for existing need; loans for existing need plus 10% for growth.	Counties, cities, towns, conservation districts, other political subdivision, municipal or quasi-municipal corporations, and tribes.	Contact program staff.	Facility grants require a base 50% match.  Activity grants require a 25% match.	Applications due end of February.  Phone: 360/407-6566

<b>Summary of Government Grant Programs for Infrastructure Improvements</b>						
<b>Program</b>	<b>Agency</b>	<b>Eligible projects</b>	<b>Eligible applicants</b>	<b>Maximum grant</b>	<b>Match required</b>	<b>How to apply</b>
Community Development Block Grant (CDBG) – Entitlement Programs	King County Pierce County Clark County Snohomish County	Contact county program staff.	Entitlement counties and cities; projects must principally benefit low- to moderate- income people.	Contact county program staff.	Contact county program staff.	Contact county program staff.
Community Development Block Grant <sup>1</sup> (CDBG) – General Purpose	Washington State Department of Community, Trade and Economic Development	Final design and construction of domestic wastewater, side sewer connections, drinking water, stormwater, roads, streets, and bridge projects.	Non-entitlement <sup>2</sup> counties and cities; projects must principally benefit low- to moderate-income people.	\$750,000	No match required, but local contribution and gap financing preferred.	Applications due in November. One application per eligible applicant per funding cycle.  Phone: 360/753-2223
Community Development Block Grant (CDBG) – Planning Only	Washington State Department of Community, Trade and Economic Development	Comprehensive plans; infrastructure plans; feasibility studies; community action plans; and low income housing assessments.	Non-entitlement counties and cities; projects must principally benefit low- to moderate-income people.	\$24,000 single jurisdiction; \$40,000 multiple jurisdictions.	No match required, but local contribution and gap financing preferred.	Contact program staff.  Phone: 360/586-6925

<sup>1</sup> CDBG funds can be used as non-federal match for other programs.

<sup>2</sup> “Non-entitlement” means cities and towns with less than 50,000 population or counties with less than 200,000 population, provided that the cities, towns, and counties do not participate in HUD Urban County Consortiums.

### Summary of Government Grant Programs for Infrastructure Improvements

<i>Program</i>	<i>Agency</i>	<i>Eligible projects</i>	<i>Eligible applicants</i>	<i>Maximum grant</i>	<i>Match required</i>	<i>How to apply</i>
Community Development Block Grant (CDBG) – Community Investment Fund (CIF)	Washington State Department of Community, Trade and Economic Development	Top priority projects from WA-CERT list or federal Empowerment Zone/Enterprise Community.	Non-entitlement counties and cities; projects must principally benefit low- to moderate-income people.	No maximum award amount but need for a grant must be clearly identified.	No match required, although intended to provide gap financing.	Application cycle is year-round, on a fund-available basis. Phone: 360/586-6925
Community Economic Revitalization Board (CERB) – Traditional Program	Washington State Community Economic Revitalization Board (CERB) and Washington State Department of Community, Trade and Economic Development	Sanitary sewer, storm sewer, domestic and industrial water, access roads, bridges, railroad spurs, electricity, natural gas, general purpose industrial buildings, and port facilities telecommunication; land stabilization funds growth.	Statewide; for economically disadvantaged communities, including: counties, cities, towns, port districts, special purpose districts, municipal corporations, and quasi-municipal corporations providing public facilities.	Grants only in special circumstances; must be part of a grant/loan package..	Grants require a minimum 10% match. Leveraging with other funds is encouraged.	Application cycle is year-round, on a fund-available basis. Phone: 360/586-0657

### Summary of Government Grant Programs for Infrastructure Improvements

<i>Program</i>	<i>Agency</i>	<i>Eligible projects</i>	<i>Eligible applicants</i>	<i>Maximum grant</i>	<i>Match required</i>	<i>How to apply</i>
Community Economic Revitalization Board (CERB) – Rural Natural Resources Program (RNR)	Washington State Community Economic Revitalization Board (CERB) and Washington State Department of Community, Trade and Economic Development	Sanitary sewer, storm sewer, domestic and industrial water, access roads, bridges, railroad spurs, electricity, natural gas, general purpose industrial buildings, and port facilities telecommunication; land stabilization funds growth.	Communities affected by the downturn in the timber and salmon industries, including: counties, cities, towns, port districts, special purpose districts, municipal corporations, and quasi-municipal corporations providing public facilities.	Grants only in special circumstances.	Grants require a minimum 10% match.  Leveraging with other funds is encouraged.	Application cycle is year-round, on a fund-available basis.  Phone: 360/586-0657
Community Economic Revitalization Board (CERB) – Rural Natural Resources Program (RNR)	Washington State Community Economic Revitalization Board (CERB)	Project specific-environmental, capital facilities, land use, permitting, feasibility and marketing studies and plans, project design, site planning and analysis; project debt fund revenue impact analysis.	Same as above.	Grants up to \$50,000.	50% match per project (can be combination of cash and in-kind); lower match maybe considered with proper justification.	Application cycle is year-round, on a fund-available basis.  Phone: 360/586-0657



<b>Summary of Government Grant Programs for Infrastructure Improvements</b>						
<b>Program</b>	<b>Agency</b>	<b>Eligible projects</b>	<b>Eligible applicants</b>	<b>Maximum grant</b>	<b>Match required</b>	<b>How to apply</b>
Water and Waste Disposal Direct Loans and Grants	United States Department of Agriculture (USDA) – Rural Development – Rural Utilities Service (RUS)	Construct, repair, improve, expand, or modify drinking water, wastewater, solid waste disposal, and storm drainage facilities; legal and engineering fees.	Cities and towns with population of 10,000 or less, counties, special purpose districts, and tribes unable to obtain funds from other sources at reasonable rates and terms.	Maximum 75% of total project costs can be granted and must be part of a grant-loan package.	No local match required.	Application cycle is year-round, on a fund-available basis.  Phone: 509/664-0200
Rural Business Enterprise Grant Program (RBEG)	United States Department of Agriculture (USDA) – Rural Development – Rural Business Service (RBS)	Rural business utility extensions including services to industrial parks; project must result in saving or creating jobs in eligible rural communities; can fund for growth and job creation.	Private non-profits, municipalities, Indian tribes; population must be 50,000 or less.	Contact program staff.	No match required, but highly competitive program and priority points are awarded for increasing percentage of match.	Application cycle is year-round, on a fund-available basis.  Phone: 509/454-5743

### Summary of Government Grant Programs for Infrastructure Improvements

<i>Program</i>	<i>Agency</i>	<i>Eligible projects</i>	<i>Eligible applicants</i>	<i>Maximum grant</i>	<i>Match required</i>	<i>How to apply</i>
Community Facilities Grants	United States Department of Agriculture (USDA) – Rural Development – Rural Housing Service (RHS)	Construct, enlarge, or improve community facilities for health care, community or cultural services, public safety, and public services. Public services include, but are not limited to streets, sidewalks, and bridges.	Municipalities, counties, special purpose districts, non-profit corporations, and tribes to develop community facilities for public use in rural areas and towns with poverty income level and population of not more than 25,000.	Maximum 75% of total project costs; but usually 50% of total project costs or \$50,000, whichever is greater.	No local match required.	Application cycle is year-round, on a fund-available basis.  Phone: 360/704-7761
Rural Development Program	United States Department of Agriculture (USDA) – Forest Service	Planning and project implementation for resource-related projects; projects do not have to be identified in an existing plan.	Rural communities where the Forest Service has a significant presence or interest, and where persistent problems such as low per capita income indicate the need for more coordinated federal assistance.	\$50,000	No federal funds may be used to match Forest Service funds.	Application cycle is year-round, on a fund-available basis.  Phone: 360/956-2306

### Summary of Government Grant Programs for Infrastructure Improvements

<i>Program</i>	<i>Agency</i>	<i>Eligible projects</i>	<i>Eligible applicants</i>	<i>Maximum grant</i>	<i>Match required</i>	<i>How to apply</i>
Economic Recovery Program	United States Department of Agriculture (USDA) – Forest Service	Planning and project implementation for projects identified in an existing plan.	Municipalities, tribes and unincorporated areas of less than 10,000 population. Communities that are within 100 miles of National Forest lands, have a 15% dependency on natural resource-based industries, and have developed a strategic plan with Forest Service involvement and an annual action plan that prioritizes community needs.	\$50,000; maximum federal contribution is 80% of total project value.	At least 20% of total project cost; in-kind or non-federal source cash. No federal funds may be used to match Forest Service funds.	Application cycle is year-round, on a fund-available basis.  Phone: 360/956-2306

### Summary of Government Grant Programs for Infrastructure Improvements

<i>Program</i>	<i>Agency</i>	<i>Eligible projects</i>	<i>Eligible applicants</i>	<i>Maximum grant</i>	<i>Match required</i>	<i>How to apply</i>
Public Works Construction Program	Economic Development Administration (EDA)	Water and sewer facilities which primarily serve industry and commerce; access roads to industrial sites or industrial parks; port improvements; business incubator buildings; revolving loan programs.	Cities, counties, tribes, states, and special purpose districts.	Contact program staff.	Local match varies based on economic distress of area; can leverage with state or federal programs.	Application cycle is year-round, on a fund-available basis. Requires preliminary review of proposals by EDA representative before formal application.  Phone: 206/220-7682
Community Economic Revitalization Board (CERB)-Rural Economic Vitality (REV) Program	Washington State CERB, Washington State Department of CTED and Washington State DOT	Transportation improvements on state, federal and county roads, and city streets linked to economic development.	All public agencies and tribal governments located in designated rural county (population less than 100 persons per square mile) or state urban community empowerment zones.	No maximum grant.	13.5% non-federal match	Application cycle is year-round on a funds available basis. Phone: 360-586-0657

<b>Summary of Government Grant Programs for Infrastructure Improvements</b>						
<i>Program</i>	<i>Agency</i>	<i>Eligible projects</i>	<i>Eligible applicants</i>	<i>Maximum grant</i>	<i>Match required</i>	<i>How to apply</i>
Surface Transportation Program (STP) – Statewide Competition.	Washington State Department of Transportation (DOT).	Roads, bridges, bicycle facilities, pedestrian walkways, carpool and vanpool projects, parking facilities, environmental enhancement, and statewide planning in connection with roads that are most important for interstate travel and national defense.	Cities, counties, transit agencies,, ports, tribes MPOs/RTPOs, <sup>3</sup> Available through statewide competitive programs.	Contact program staff.	Varies—Most programs are 86.5% federal/13.5% local match.  Bridge funds are usually 80% federal/20% local match.	Applications due in March.  Phone: 360-705-7377
Rural Arterial Program (RAP)	County Road Administration Board (CRAB)	Projects to improve rural arterial roads in counties; the project must be a county road classified as a major or minor collector in accordance with Federal Functional classification; projects must be ranked on a regional basis.	Counties only.	Contact program staff	80% RAP/20% local match.	Applications due March 1 of even-numbered years.  Phone: 360/753-5989

<sup>3</sup>MPO stands for Metropolitan Planning Organization; RTPO stands for Regional Transportation Planning Organization.

### Summary of Government Grant Programs for Infrastructure Improvements

<i>Program</i>	<i>Agency</i>	<i>Eligible projects</i>	<i>Eligible applicants</i>	<i>Maximum grant</i>	<i>Match required</i>	<i>How to apply</i>
Urban Arterial Trust Account (UATA)	Washington State Transportation Improvement Board (TIB)	Projects to alleviate and prevent traffic congestion; eligible projects are for roads that are structurally deficient, congested by traffic, have geometric deficiency, or have accident problems. Must be consistent with regional and local transportation plans.	Cities (over 5,000 population) in an urban area and urban counties.	Contact program staff.	Depends on population: 0-9,999 pop. or 3 <sup>rd</sup> class county requires 10%; 10,000-14,999 pop. or 1 <sup>st</sup> or 2 <sup>nd</sup> class county requires 15%; 15,000 and over pop. or Class A county requires 20%.	Applications likely due in September.  Phone: 360/705-7596
Transportation Improvement Account (TIA)	Washington State Transportation Improvement Board (TIB)	Projects to alleviate and prevent traffic congestion caused by economic development or growth. Projects should be multi-agency, multi-modal, and congestion related, related to economic development activities. Must be on 6-year transportation improvement program (TIP).	Cities (over 5,000 population), urban counties, and transportation benefit districts	No maximum amount.	Minimum 20% local match required.	Applications likely due in September.  Phone: 360/705-7592

<b>Summary of Government Grant Programs for Infrastructure Improvements</b>						
<b>Program</b>	<b>Agency</b>	<b>Eligible projects</b>	<b>Eligible applicants</b>	<b>Maximum grant</b>	<b>Match required</b>	<b>How to apply</b>
Pedestrian Facilities Program	Washington State Transportation Improvement Board (TIB)	Projects that enhance and promote pedestrian mobility and safety on routes with linkages to functionally classified route and in an adopted plan. Primary purpose of project must be transportation, not recreation.	Cities (over 5,000 population) and urban counties.	\$100,000	Minimum 20% local match required.	Applications likely due in September.  Phone: 360/705-7590

### Summary of Government Grant Programs for Infrastructure Improvements

<i>Program</i>	<i>Agency</i>	<i>Eligible projects</i>	<i>Eligible applicants</i>	<i>Maximum grant</i>	<i>Match required</i>	<i>How to apply</i>
Transportation Improvement Account (TIA) – Small City Account	Washington State Transportation Improvement Board (TIB)	Projects must address structural condition, lane and shoulder width deficiencies, and safety issues. Entire project must be in city limits. Project must be on the TIB Arterial System. Reconstruction projects must include a five-foot minimum width sidewalk on at least one side. Curb, gutter, storm drainage, street lighting, and landscaping may be included. Rehabilitation projects may include shoulder improvements, minor storm drainage, and sidewalks.	Incorporated cities (less than 5,000 population)	No maximum amount	Cities with 0-499 population require no match; cities with 500-4,999 population require 5% match.	Applications likely due in September.  Phone: 360/705-7592



### Summary of Government Grant Programs for Infrastructure Improvements

<i>Program</i>	<i>Agency</i>	<i>Eligible projects</i>	<i>Eligible applicants</i>	<i>Maximum grant</i>	<i>Match required</i>	<i>How to apply</i>
Transportation Improvement Account (TIA) – Small City Account – Pedestrian Facilities Program	Washington State Transportation Improvement Board (TIB)	Projects that enhance and promote pedestrian mobility and safety on routes with linkages to functionally classified route and in an adopted plan. Primary purpose of project must be transportation, not recreation. Minimum sidewalk width is 5 feet.	Cities (under 5,000 population).	\$75,000	Cities with 0-499 population require no match; cities with 500-4,999 population require 5% match.	Program begins in FY 2000.  Phone: 360/705-7596
Rural Opportunity Fund	Washington State Department of Community, Trade and Economic Development.	Site-specific feasibility, pre-construction, and environmental mitigation planning projects; strategic diversification planning; and system development to improve access to capital, telecommunications, and expedited permit process.	Cities, towns, ports, and counties.  Project must be on WA-CERT list.	Non maximum grant amount.	Contact program staff.	Contact program staff.  Phone: 360-753-2221

Summary of Government Grant Programs for Infrastructure Improvements						
Program	Agency	Eligible projects	Eligible applicants	Maximum grant	Match required	How to apply
Old Growth Diversification Fund	Washington State Department of Community, Trade and Economic Development	Infrastructure financing to meet the need of value-added forest products firms as well as other manufacturers whose business assist community diversification away from dependence on old growth wood; community-based economic diversification.	Timber-dependent cities, towns, counties, non-profits, ports, and tribes.	No maximum grant amount.	50% non-federal match	Contact program staff.  Phone: 360-586-0662



Agency: Rainier

APPENDIX C

From 2005 to 2010

Co. No.: 34 Co. Name: Thurston Co.

Hearing Date: N/A Adoption Date: N/A

City No.: 1050 MPO/RTPO: NON/TRPC

Amend Date: N/A Resolution No.: N/A.

Functional Class	Priority Number	Project Identification A. Federal Aid No.      B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or road - Ending MP or road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars												Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
							Project Phase	Fund Source Information						Expenditure Schedule (Local Agency)				Envir. Type	R/W Required Date (MM/YY)						
								Federal Funding			State Fund Code	State Funds	Local Funds							Total Funds					
								Phase Start (mm/dd/yyyy)	Federal Fund Code	Federal Cost by Phase															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21					
07		Centre Street Improvements Centre Street from: 133rd Avenue Resurface and add sidewalks. Facility is a truck route. to: Seattle Street	05 07 06	P	.20		ALL	6/1/2007			SCP	180	20	200											
00		Rainier Road Extension - Feasibility Study Rainier Road from: West city limits to: SR 507 Conduct feasibility study to determine benefit of extending Rainier Road to SR 507 at Vail Cut-off Road.	31	P			Totals																		
							ALL	6/1/2007			OTHER	250		250											
07	1	133rd Avenue South Improvements 133rd Avenue South from: West city limits to: Centre Street Resurface, increase sub-standard travel lane widths, and add sidewalks. Facility is a truck route.	06 05 07	P	0.26		Totals														CE				
							Grand Totals for Rainier														700	50	750		