

Rainier Comprehensive Plan 2016-2036

Joint Plan with Thurston County



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EXECUTIVE SUMMARY

This Comprehensive Plan provides a framework for coordinating and planning for growth within the city of Rainier, its Urban Growth Area, and achieving the community's long-term vision. Goals have been identified in order to achieve the community's long-term vision. These goals were developed out of public meetings with Planning Commission, the City Council, and the citizens of Rainier.

This Plan is intended to act as a strategic and tactical plan to address development within the community and as a Joint Plan between the City of Rainier and Thurston County to ensure orderly development of the Urban Growth Area. This Plan is organized into the following seven chapters. Seven appendices provide additional information regarding the land use and development pattern of Rainier, demographics; essential public utilities, existing conditions in Rainier parks and public outreach used in developing the parks plan; public participation; and regulatory takings.

1. Land Use

The land use chapter analyzes the implications of population, development, and environmental trends and translates this information into official city policy. The intent of the chapter is to set forth a course for Rainier that will preserve its small city, rural character while encouraging growth that is sensitive to natural resources, protects groundwater and surface waters, and provides the service and employment base necessary for Rainier to continue to be a wonderful place to live. Rainier has 10 goals related to Land Use.

2. Natural Resources

The City of Rainier sits in a valley nestled amongst the hills of South Thurston County. The floor of the valley, where much of historic Rainier is located, is typified by flat land and highly porous prairie soils, and small hills to the north and south have seen more recent development. Areas of wetlands are located in the Mountain View Estates subdivision (in the northeast of the community) and areas of Oregon White Oak and Westside prairie habitat are scattered throughout the community.

Chapter 2 is intended to identify these existing environmental conditions in Rainier, including the location of known critical areas, and establish goals and policies for the retention of valuable natural features. Rainier has 6 goals related to Natural Resources.

3. Parks

The City of Rainier contains a wealth of park and open space lands. However, constructing a coherent park system for residents within the community is difficult. City budgets for parks are minimal and several challenges to the effective provision of parks exist. These challenges include:

- Providing park space for a community that is highly divided by topographical and geographical barriers, such as roadways and railroad tracks.
- Building a park system when a number of key park pieces, such as the Yelm-Tenino Trail, are not owned by the City of Rainier.

Chapter 3 is attempt to address these challenges. Rainier has 4 goals related to City parks.

4. Housing

The City of Rainier is comprised of a mixture of housing units that have been built throughout the history of the community. During the 20-year planning period, it is estimated that the number of housing units in Rainier will nearly double. To evaluate housing needs and goals over the next 20 years, the community conducted an inventory of existing housing conditions as part of this 2016-2036 Comprehensive Plan update and are presented in this chapter. The City has 4 goals related to Housing.

5. Transportation

In order to maintain and improve circulation, safety, and mobility for residents and businesses, the City of Rainier anticipates conducting several transportation improvements over the next 20 years. This chapter analyzes travel by personal automobiles, pedestrians, bicycles, buses, freight, and other vehicles as a means to help identify these necessary mobility enhancements. Rainier has 10 goals related to Transportation.

6. Capital Facilities

In order to comply with state laws, maintain and improve City services and accommodate orderly growth, the City of Rainier anticipates significant investment in capital facilities over the next several years. A number of issues however, will make this necessary investment difficult. This plan is intended to identify anticipated capital facility costs over the next 20 years, and begin to chart a course towards the successful development and maintenance of the community's facilities. The City has 11 goals related to Capital Facilities.

7. Utilities

This chapter articulates policies for existing and future services and describes the location and capacity of all significant existing and proposed utilities including electric, gas, and telecommunication facilities. The City has 7 goals related to Utilities.

CHAPTER 1. LAND USE

This use chapter analyzes the implications of population, development, and environmental trends and translates this information into official city policy. The intent of the chapter is to set forth a course for Rainier that will preserve its small city, rural character while encouraging growth that is sensitive to natural resources, protects groundwater and surface waters, and provides the service and employment base necessary for Rainier to continue to be a wonderful place to live. Some of the major land use questions facing Rainier include:

- How do we promote growth and preserve Rainier’s small town atmosphere?
- How do we protect and maintain the city’s municipal water supply?
- How do we encourage a city center to develop downtown?
- How do we meet the demand for affordable housing?
- How do we develop open space corridors within the city and urban growth area (UGA)?

An analysis of the land use and development pattern, land supply and demand, and the size of the UGA all play a part in answering these questions. They also help to identify the key principles the community sees as essential in guiding future development in Rainier. Appendix A, Land Use and Development Pattern and Appendix B, Demographics, also provide supporting information for this chapter.

A. LAND SUPPLY AND DEMAND

A detailed buildable lands report was prepared for Thurston County in 2014 by Thurston Regional Planning Council (TRPC). The buildable lands report includes an extensive land use analysis that conducted a tax-parcel based inventory of residential dwelling units and commercial and industrial buildings to determine if there was an adequate land supply given the projected demand for future growth in population and employment. The results of this analysis for Rainier are shown in Table 1.1.

Table 1.1: Estimated Supply and Demand for Residential, Commercial, and Industrial Land Use, 2014	
Dwelling Units	
2010 Dwelling Units (Existing)	770
2035 Dwelling Units (Projected)	1,300
Supply	750
Demand	530
Excess Units (as a percentage)	29%
Commercial and Industrial Lands	
Vacant or Partially Used Lots	47
Redevelopable Lots (Estimate)	12
<i>Source: TRPC Buildable Lands Report for Thurston County, 2014</i>	

The buildable lands analysis projects that the City of Rainier will have a demand for 530 additional housing units by 2035. However, the analysis assumes that Rainier would have had a sewer system by 2015; sewer service is not likely before 2020 and there is sufficient capacity to meet demand for land.

B. SIZE OF THE URBAN GROWTH AREA

The City of Rainier consists of 1,105 acres of land with 319 acres in the Rainier UGA. The Rainier UGA is currently zoned by Thurston County as one dwelling unit per five acres; City zoning will apply upon annexation. Several factors influenced the size of the UGA, including a parcel's likelihood of development, location of nearby critical areas, the quality of place, and availability of public services and infrastructure. The city did not initially consider Rainier's proximity to Joint-Base Lewis McChord (JBLM). However, Rainier is in JBLM's realm of influence. Although the City does not directly border the base, some of the major impacts associated with military aircraft flying overhead and artillery are still felt by the community. In considering future annexations, the city should maintain a buffer of land between Rainier and JBLM to minimize impacts.

Likelihood of Development. The city established the size of the UGA based on the Population and Employment Forecast completed by TRPC, and the amount of buildable land estimated in the Buildable Lands Report. The city will monitor lands within the UGA that are likely to be developed within the 20-year planning period to ensure that there is an adequate land supply for forecast growth in population and employment.

Consideration of Nearby Critical Areas. Rainier's UGA is designed to concentrate new development in areas that are most suitable for 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.

Quality of Place Considerations. Rainier's UGA is designed to balance the allowance of rural lifestyles, denser forms of development, and sufficient space for commercial and industrial development. Rainier residents treasure the city's rural, small town atmosphere and recognize that future development may impact this character. Rainier derives its character and appeal from its setting and from the way the surrounding land is utilized. Many residents want to maintain the rural atmosphere in and around the community. The community also wants to ensure that sufficient space for commercial development exists.

Public Services and Infrastructure. The city's UGA is additionally based on the amount of land that could reasonably be provided with city services and infrastructure. Developers in Rainier are required to install water lines and construct roads within and leading to new development; policies regarding new development in the unincorporated UGA should include similar road construction requirements. Acceptable levels of service for fire and police protection in the city and UGA should be maintained.

C. KEY PRINCIPLES FOR RAINIER'S FUTURE

Taking into consideration community feedback, Rainier has identified three key principles that govern the community's future development.

Small Town Feel. Rainier envisions population, housing, and commercial growth that reinforces and enhances its small town feel. Over the next 20 years, the community desires to have more of its essential services, such as a bank, a grocery store, and medical offices, present in the community. The community also desires that development and redevelopment reinforce the relaxed, small town character of Rainier.

Vibrant Active Downtown. The community also envisions having a beautiful vibrant downtown centered on Binghampton Avenue. Attracting businesses and development to the area is key in creating a vibrant downtown, a difficult proposition given the community's present reliance on septic systems to treat wastewater. There are, nevertheless, other ways to encourage downtown development.

Traffic and pedestrian enhancements for Binghampton Street (SR 507) as proposed in Rainier's preferred alternative for the Main Street 507 project will go a long way towards creating an environment conducive to pedestrian activity. Improvements include a roundabout at Centre and Binghampton, landscaping enhancements such as street trees and planter boxes, wider sidewalks, and improved crosswalks. These improvements encourage and help reduce travel speeds on Binghampton, increase vehicle and pedestrian safety, and encourage pedestrian spaces-oriented and amenities. Creating a community park that winds through the downtown area, as described in Chapter 3, Parks, will also encourage an active and vibrant downtown.

Great Neighborhoods. In addition to these features, the community wants safe and attractive residential neighborhoods with tree-lined streets, sidewalks, and well-kept homes that offer residents a great place to live.

D. FUTURE LAND USE

Six future land use designations have been created to promote Rainier's small town feel, encourage development of a vibrant and active downtown, and continue to develop great neighborhoods. These designations are shown in Map LU-1 and have been created to identify areas for preferred types of development while recognizing that a mix of uses may be appropriate. A description of each future land use designation is provided below.

Residential. The Residential designation is characterized primarily by existing residential development and vacant land. The designation includes several low-density neighborhoods that are anticipated to increase in density over time. Some areas may transition to primarily multifamily development with densities of 25 units per acre while others will likely retain their low-density, single-family character.

Core. The Core designation is situated along SR 507 near Rainier's historic downtown and includes both residential and commercial uses. This area is intended to transition into a highly walkable area and is meant to focus on commercial development. However, mixed use buildings with residential units above

commercial space is also acceptable and encouraged. Key factors affecting development of the area include proximity to Rainier schools, the Yelm-Tenino Trail, and development of a community park.

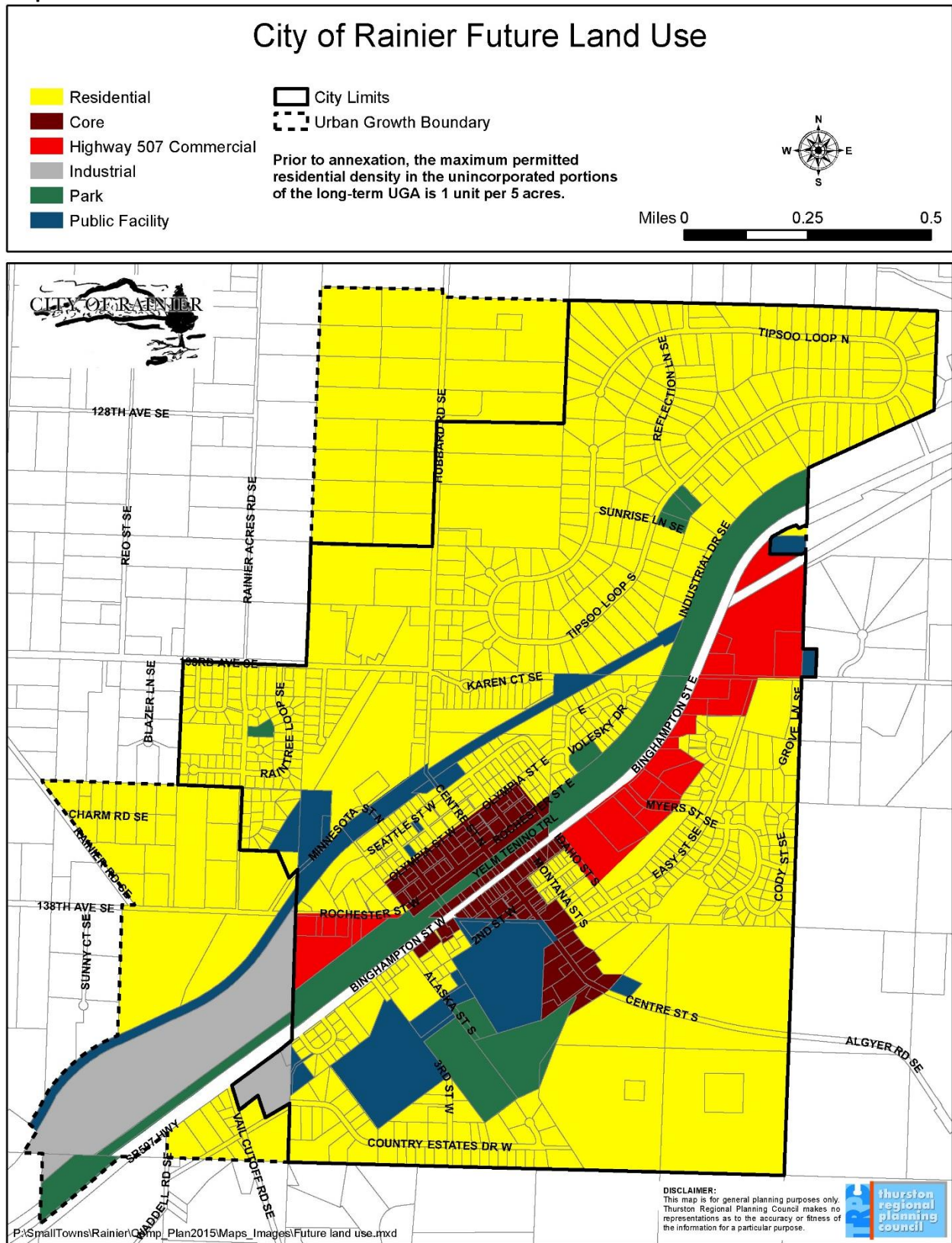
Highway 507 Commercial. The Highway 507 Commercial future land use designation is located along SR 507, and includes a mix of commercial, residential, and vacant lands. The area is anticipated to transition to a denser mix of housing and commercial uses in the future with at least two commercial centers that are primarily auto-oriented.

Industrial/Business Park. The Industrial/Business Park future land use designation is located on the west end of the community. Future land uses should utilize the available transportation facilities, including the Tacoma Rail corridor, SR 507, and the Vail Cut Off Road. The focus of this future land use designation will be for industrial uses, though some office, retail, and service uses may also be appropriate.

Public Facility. The Public Facility designation includes lands that are devoted to schools, water and wastewater facilities, fire stations, public buildings, and other similar public uses. The designation is largely associated with the public schools, though the Tacoma Rail corridor and the public works maintenance facility are also included within the designation.

Trails, Open Space, and Parks. The Trails, Open Space, and Parks designation applies to public and private recreation facilities such as parks and trails, greenbelts, and other lands used as recreation or open space. The Yelm-Tenino Trail, the Rainier Sportsmen's Club, and Rainier parks are all included in this future land use designation.

Map LU-1: Future Land Use



E. DOWNTOWN SKETCHBOOK

Since 2004, the City of Rainier has sought to develop and adopt a pedestrian-oriented development pattern that fits the community's rural character and attracts economic development. The Downtown Sketchbook attempts to illustrate the concepts from recent planning efforts that seek to move the community toward this desired type of pedestrian-oriented community economic development.

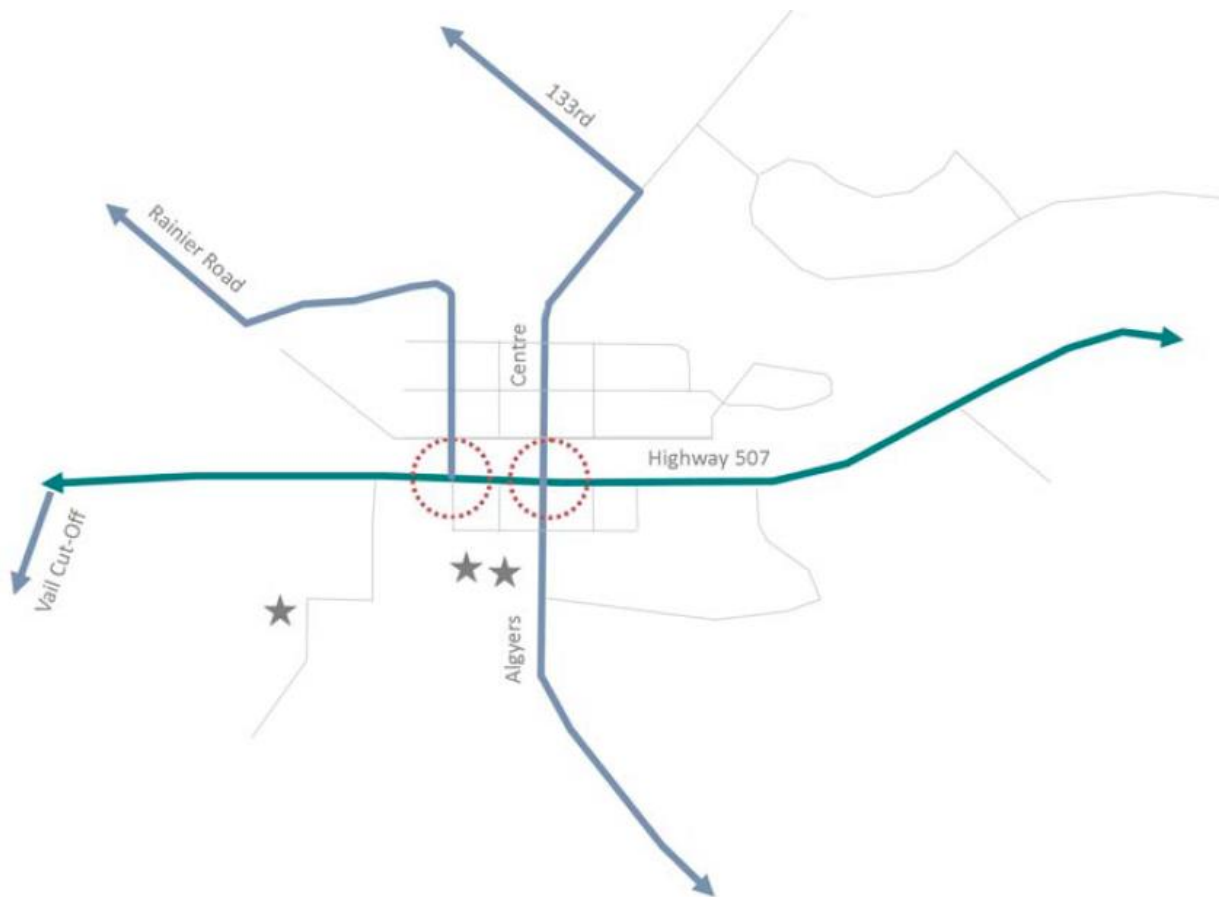
Four key focus areas are identified within the sketchbook: constructing road improvements that aid in moving people through Rainier, while also contributing to the sense of place in the downtown; creating a better walking/biking environment, including for people who park their cars and visit local shops; adding beauty; and having more activities in the area. Balancing each of these factors is essential.

This sketchbook presents existing conditions for each of these focus areas, and articulates a set of enhancement strategies to foster a more vibrant downtown.



Traffic.

- **Existing Conditions.** A significant amount of vehicles (including regional pass-through trips) travel through Rainier on Binghampton Street (SR 507) and the two primary north south streets (Minnesota and Centre streets). No traffic control is present on Binghampton Street, and travelers on the north-south streets are required to find a gap in traffic to turn onto, or cross, the increasingly traveled State Route. Queues are common on Minnesota and Centre streets, especially at peak periods of the day, and crash history at the intersections demonstrates that individuals are having an increasingly difficult time crossing or turning onto SR 507.



- Enhancement Strategies.** To help traffic flow better through the area, this project evaluated nine different alternatives. Among these alternatives included the construction of two roundabouts (either at Minnesota and Centre or outside of the area); the construction of two one-way streets in the downtown; the inclusion of traffic lights; and, the implementation of no improvements. Using evaluation criteria (such as enhancing beauty, improving traffic and pedestrian mobility and safety, and minimizing potential project costs), a Technical Group for the project evaluated each of these alternatives. Through this evaluation and the public outreach associated with the project, the Focus Group and the Planning Commission determined that a single roundabout at Centre (see Figure 1.1) was the best option at this time. Further evaluation of needed improvements will be conducted after the roundabout is installed. Potential further improvements could include constructing a second roundabout at Minnesota and Binghampton (see Potential Option A at right); making Minnesota a right-turn only (Option B); and constructing a second roundabout at Alaska Street (Option C).



Figure 1.1: Roundabout at Centre.





Future Option A:
Second Roundabout at Minnesota



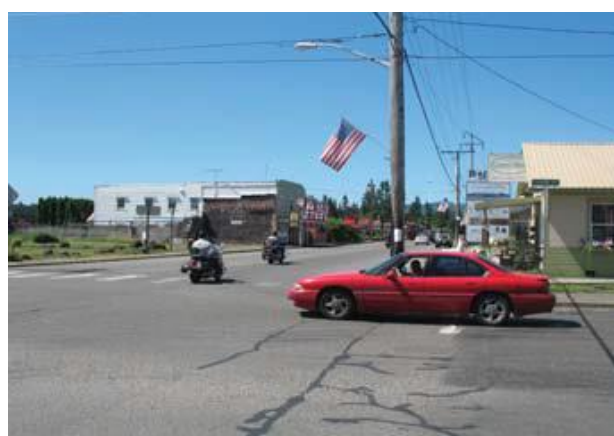
Future Option B:
Right-Turn at Minnesota



Future Option C:
Second Roundabout at Alaska

Pedestrian Environment

- Existing Conditions.** Pedestrian space in downtown Rainier is currently limited. Sidewalks range from 5 to 8 feet in width, and some have features (such as power poles) that make it difficult to walk easily along the route. Coupled with this, only four pedestrian crossings exist along Binghampton Street (SR 507) in Rainier. These crossings are highly used by individuals visiting the downtown and students accessing the schools (since Rainier has a policy that all children within a mile of the school will not be bused to school). Of these crosswalks, none feels particularly comfortable or safe for pedestrians, and two are deficient with regard to Americans with Disabilities Act (ADA) accessibility.



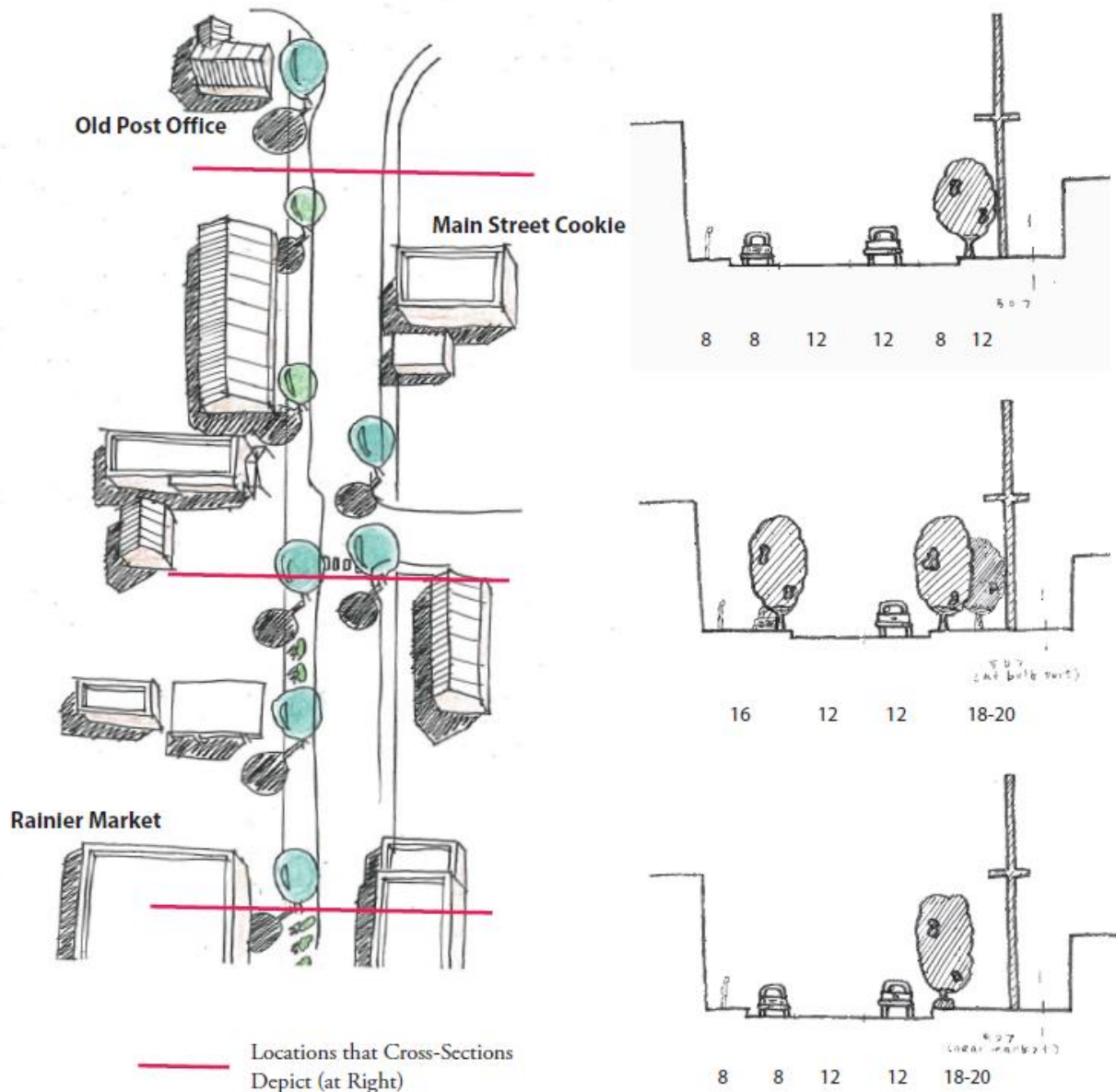
- Enhancement Strategies.** Moving forward, the Rainier Planning Commission and Focus Group for this project recommend that the City construct a wider sidewalk on the north side of Binghampton, with a series of bulb-outs (or expanded sidewalks) at the pedestrian crossings (see the Rainier downtown streetscape diagrams on the next page). These expanded sidewalks would help to narrow the crossing width across Binghampton at Minnesota and Dakota, and at new crossings (to be constructed with future development) at Montana, Idaho, and Myers streets.

Additionally, the proposed roundabout at Centre would also provide drastically improved crossing opportunities. Currently, Centre has one crosswalk (on the western leg of the intersection), and

with construction of a roundabout, improved crossing opportunities would be offered on each of the legs (see the depiction of the roundabout at Centre at left).

The roundabout would also improve a key source of discomfort in the downtown – traffic speeds on SR 507. Traffic speeds would slow in the roundabout and would likely travel slower after leaving the facility, making it more comfortable and safer for pedestrians in the area.

Figure 1.2: Rainier Downtown Streetscape Concept.





Beauty.

- Existing Conditions.** Downtown Rainier contains little beauty at present, especially along Binghampton Street. Small details such as potted landscaping offer nice touches, but the combined mixture of overhead power lines and building blocks divided by long stretches of surface parking contributes to a setting that very few individuals can embrace and enjoy.



- Enhancement Strategies.** As part of this plan, new landscaping would be included throughout the

downtown. Key features of this landscaping would include: trees along the trail corridor to act as a gateway for the downtown; street trees in the business district; and a mix of trees and shrubs at Minnesota Street and the roundabout at Centre (see Rainier Downtown Streetscape Concept). Additionally, existing and future parks would be emphasized in the future concept for the area.

Activities Present



- **Existing Conditions.** Downtown Rainier currently contains few activities that attract and retain residents or visitors for an extended period of time.

To evaluate the likelihood of a place captivating and continuing to attract people over time, the Project for Public Spaces utilizes the Power of Ten concept. According to the Project for Public Spaces, “At the core of the Power of Ten is the idea that any great place itself needs to offer at least ten things to do or ten reasons to be there. These could include a place to sit, playgrounds to enjoy, art to touch, music to hear, food to eat, history to experience, and people to meet.” Currently downtown Rainier contains a limited amount of these activities.

- **Enhancement Strategies.** While not directly associated with the Main Street 507 Project, the Rainier Parks Plan project identified several features that could be added to downtown to help create a total of ten things to do. Concepts included in the plan include a spray pad, a bandstand for concerts, soccer fields and a playground. These concepts will drastically increase the number of activities in downtown, and help support some of the existing businesses within the community.

Additionally, including new places to sit, as proposed in some of the pedestrian enhancements in the Main Street 507 project, and better tying existing assets such as the historic school house into the downtown will help Rainier to better become a community that people want to visit, recreate and shop in.

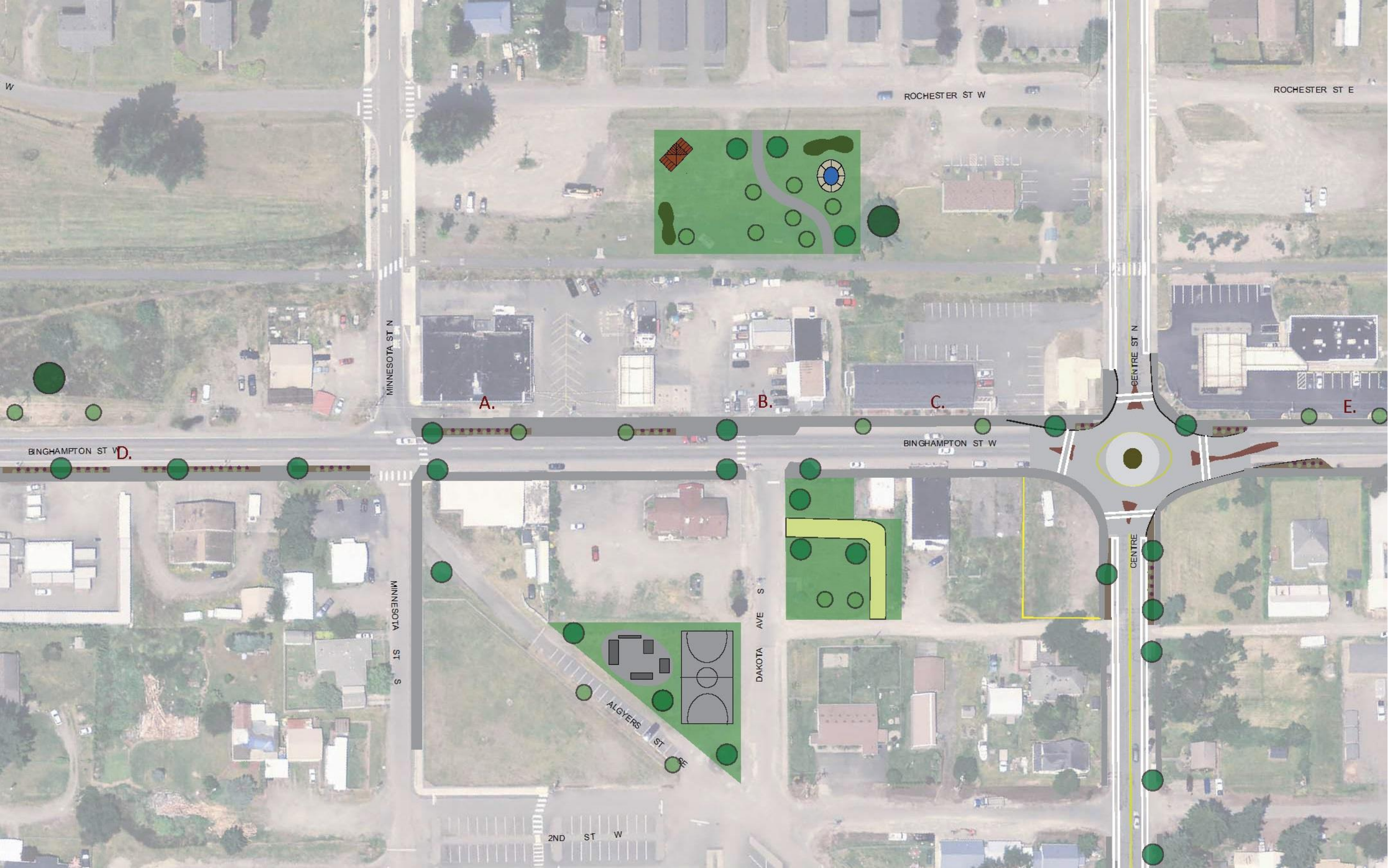
Major Actions. To complete this vision will take significant sustained effort, but clear paths forward exist, and the City should start work on these efforts as soon as possible. Major efforts and small projects to initiate include:

Project	Key Parties
Main Street 507 - Large Projects	
Determine cost estimates for the entire project with smaller projects broken out. Potential smaller projects include a sidewalk and bike lanes along Centre Street; the roundabout on Centre; and the sidewalk expansion (with bulb-outs) on the north side of Binghampton.	City Engineer, City Planner
Begin setting aside the necessary match and apply for a Transportation Improvement Board grant to construct the roundabout.	City Council, Mayor, City Administrator
Determine a project for a CDBG application (sewer, parks, or streetscape enhancements) and take initial steps to develop the proposal (determining feasibility, income requirements, cost, etc.).	City Council, Mayor, City Administrator, City Staff
Determine if the City wants to pursue design standards for downtown or commercial properties.	City Council, Mayor, City Administrator, City Planner
Conduct an economic analysis to determine ways to capture more business activity in Rainier.	STEDI, Thurston EDC, City Administrator, City Staff
Rainier Parks Plan - Large Projects	
Determine a project for a CDBG application (sewer, parks, or streetscape enhancements) and take initial steps to develop the proposal (determining feasibility, income requirements, cost, etc.)	City Council, Mayor, City Administrator, City Staff
Apply for Recreation and Conservation Office grant. A 50% match required and likely could only be completed with CDBG funding or park bond.	City Council, Mayor, City Administrator, City Staff
Determine feasibility of pursuing a bond for the Rainier Parks Plan.	City Council, Mayor, City Administrator, City Planner
Pursue a park bond (if desired)	City Council, Mayor, City Administrator, City Planner
Small Projects	
Paint pedestrian space on Alaska	Rainier Public Works, Thurston County
Plant trees along 507 (in trail ROW and other locations)	Volunteers, High School Students, Rainier Public Works
Plant trees in Holiday Park	Volunteers, High School Students, Rainier Public Works
Work to get pedestrian connection (other than existing sidewalks) between trail and downtown	City Administrator, City Planner

Project	Key Parties
Attempt to see if pro-bono architectural design work could be completed for the bandstand/town square	City Planner, Together!
Stripe additional soccer fields	Rainier Public Works
Work on an agreement with Rainier Chapel over the use of their parking lot for a park and ride/soccer field parking	City Planner
City staff will work to take further action on each of these items and work with Council on key focus areas.	

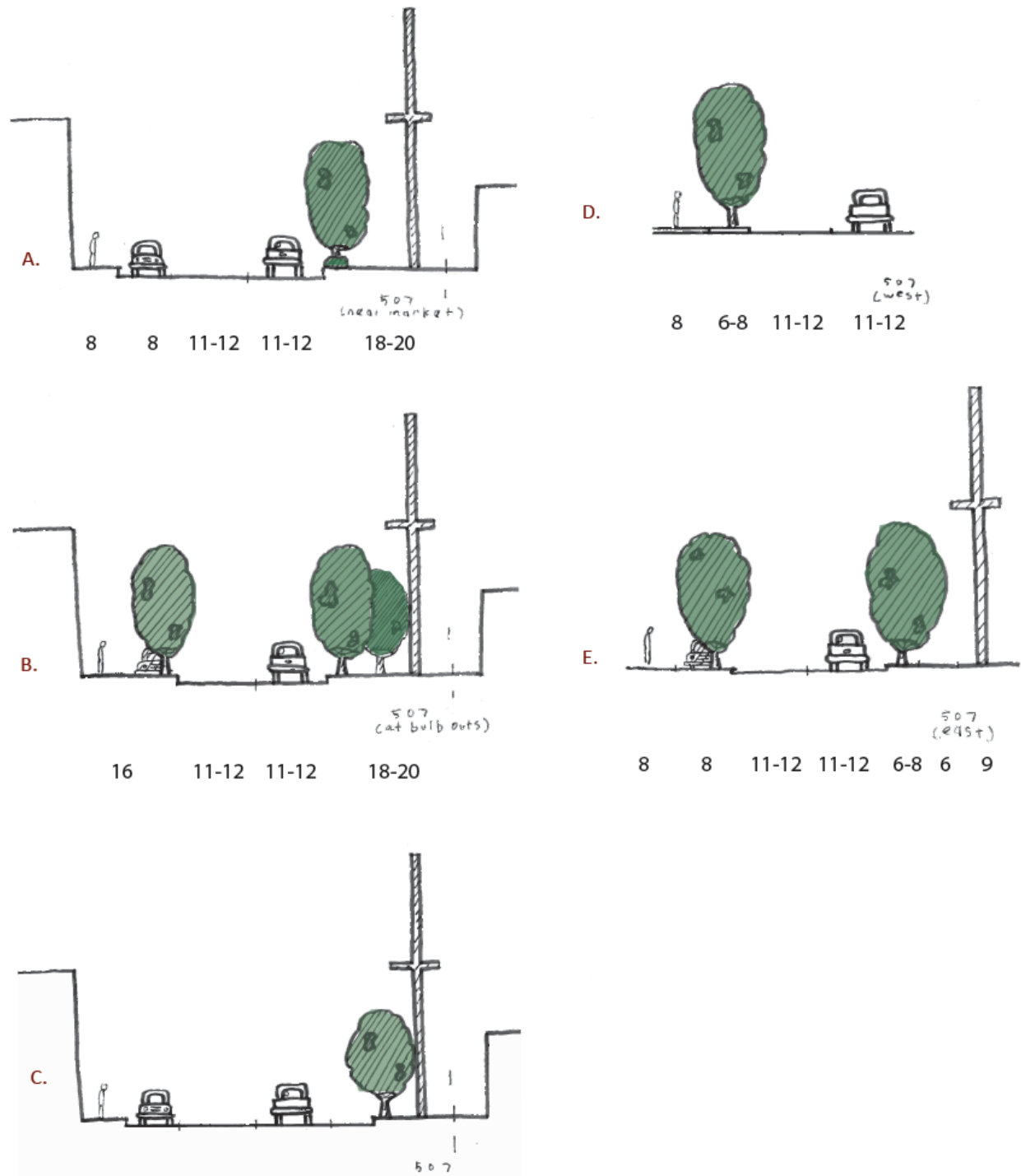
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Figure 1.3: Main Street Concepts



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Figure 1.4: Street Cross-Sections Concept. Binghampton (SR 507) looking west



F. GOALS AND POLICIES

The City of Rainier has identified the following goals and policies to address land use in the community. Where the jurisdictions of unincorporated Thurston County and the City of Rainier intersect, the City encourages Thurston County to adopt those goals and policies denoted with an asterisk (*).

SMALL TOWN FEEL

GOAL LU 1: Rainier is a walkable community.

Policy LU 1.1: Continue to support enhancements to create a walkable downtown in Rainier.

Policy LU 1.2: Continue to promote the creation of safe walking and biking routes to the Rainier Public Schools.

Policy LU 1.3: Continue to require and/or construct new sidewalks in and between neighborhoods within the City.

Policy LU 1.4: Support projects that provide new connections or enhance the Yelm-Tenino Trail.

GOAL LU 2: Rainier has a reputation for being a friendly and relaxing place to live in and visit.

Policy LU 2.1: Encourage projects/volunteerism that enhance the community's look and feel.

VIBRANT, ACTIVE DOWNTOWN

Goal LU 3: New businesses come to and thrive in Rainier.

Policy LU 3.1: Strive to make Rainier and existing commercial and industrial lands within the community attractive for development.

Policy LU 3.2: Monitor and promote properties available for development.

Goal LU 4: New development compliments Rainier's walkable and rural, small town character.

Policy LU 4.1: Consider creating design review standards for Rainier.

Policy LU 4.2: Consider and work to limit the potential negative impacts associated with development of commercial and industrial properties as part of the development review process.

Goal LU 5: Downtown Rainier is the social, cultural, and retail center of the community.

Policy LU 5.1: Encourage retail and service businesses to locate in or near downtown.

Policy LU 5.2: Encourage cosmetic improvements to the existing streetscape and structures within the area.

ACTION: Work to complete the Main Street improvements shown in Appendix E.

Policy LU 5.3: Ensure that commercial projects located in or near downtown Rainier are pedestrian-oriented.

Policy LU 5.4: Encourage the preservation and enhancement of historic structures in downtown.

Goal LU 6: Multifamily and attached housing units are located near downtown Rainier, adding vitality to the business district.

Policy LU 6.1: Ensure that sufficient lands are zoned to accommodate additional housing units near the downtown, and the zoning code does not unnecessarily limit the development of the housing type.

Policy LU 6.2: Encourage landowners and developers to consider the construction of multifamily housing or options such as townhomes near downtown.

Policy LU 6.3: Ensure that multifamily housing projects located in high-priority areas for pedestrian activity are sited such that the building is located near the street and parking is situated behind the structure.

GREAT NEIGHBORHOODS

Goal LU 7: Rainier has excellent neighborhoods throughout the community.

Policy LU 7.1: Ensure new residential and commercial developments include features such as trails, sidewalks, well-connected streets, and street trees.

ACTION: Establish street standards (especially for new streets within residential and commercial neighborhoods).

Policy LU 7.2: Require new developments to submit plans for streets, landscaping, stormwater, and pedestrian enhancements.

ACTION: Require new developments to plant and maintain trees as specified in the City of Rainier Street Tree Plan (adopted herein by reference).

Policy LU 7.3: Work diligently to enhance existing neighborhoods through strategies such as traffic calming, pedestrian enhancements, and adding street trees and/or art.

Goal LU 8: The addition of housing units within residential neighborhoods does not detract from the character of existing single-family development.

Policy LU 8.1: Identify methods to respectfully include new housing units within existing single-family residential neighborhoods.

Policy LU 8.2: Consider changes to the zoning code to allow housing types that are similar to existing precedents found within the community such as bungalow courts, cottage house, accessory dwelling units, and small multifamily structures.

Goal LU 9: New residential development contains a mix of housing types that are constructed at urban densities.

Policy LU 9.1: Ensure that all new developments meet minimum densities for the zone and are designed to allow for the efficient provision of public facilities.

Policy LU 9.2: Encourage developers to plan ahead for added density once sewer service is available.

GOAL 10: Proximity to JBLM has minimal negative impacts on Rainier and its residents.

****Policy 10.1:*** An appropriate buffer is maintained between the Rainier UGA and JBLM.

CHAPTER 2. NATURAL RESOURCES

The City of Rainier sits in a valley nestled amongst the hills of South Thurston County. The floor of the valley, where much of historic Rainier is located, is typified by flat land and highly porous prairie soils, and small hills to the north and south have seen more recent development. Areas of wetlands are located in the Mountain View Estates subdivision (in the northeast of the community) and areas of Oregon White Oak and Westside prairie habitat are scattered throughout the community.

This chapter is intended to identify these existing environmental conditions in Rainier, including the location of known critical areas, and establish goals and policies for the retention of valuable natural features.

A. SOILS

The soils of Rainier consist primarily of Spanaway gravelly sandy loam soils with slopes up to a 15% grade. These very deep soils are excessively drained and characteristic of terraces. The soil was formed of glacial outwash and volcanic ash and is used mainly as pasture, cropland, woodlands, or a source for gravel. The soils are well-suited for residential development, but lawns, shrubs, and trees require watering in the summer. Due to the percolation rates, Rainier's soils may not fully filter septic effluent.

According to the Natural Resources Conservation Service, septic tank effluent and community sewage systems are needed to prevent contamination of water supplies in areas of Spanaway gravelly sandy loams where the density of housing is moderate or high. The downtown area of Rainier is characterized by Spanaway gravelly sandy loams and limits the development of intense commercial, industrial, or high-density development when septic systems are the only option for disposing of wastewater.

Other soils that dominate Rainier and its vicinity include McKenna gravelly silt loams, a moderately deep and poorly drained soil found in depressions and drainage ways. This soil is seasonally wet and largely unsuitable for urban development.

B. SURFACE WATERS

Rivers and lakes are valuable environmental and scenic assets around the Rainier area. The Deschutes River to the southwest, Inman and Gehrke Lakes to the east, and McEnniery Lake to the northeast, as well as the lands surrounding them, were left out of the urban growth area to help protect them from the impacts of development. As a result, no year-round surface waters other than wetlands exist in the urban growth area or the city limits.

C. CRITICAL AREAS

Environmentally sensitive or critical areas are located throughout Rainier. Critical areas, as defined in state law, include wetlands, critical aquifer recharge areas, frequently flooded areas, geologically hazardous areas, and fish and wildlife conservation areas. The Growth Management Act mandates local governments that plan under RCW 36.70A.060, like Rainier, identify and adopt development regulations that protect

critical areas from incompatible uses and development. When possible impacts to critical areas may occur, avoiding those impacts should be the first course of action. If impacts are unavoidable, then minimizing those impacts and mitigating them is essential. This is known as mitigation sequencing and is a great tool to protect critical areas from incompatible uses and development. Where avoiding and minimizing impacts is possible but are limited by zoning requirements (such as required front, side and rear yard setbacks), the City should encourage reasonable reductions in the zoning requirements to help preserve critical areas.

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

Groundwater and Critical Aquifer Recharge Areas. As precipitation reaches the earth it can 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 area where the groundwater filtering process takes place is called an aquifer recharge area. These recharge areas warrant special protection from surface pollution to protect the quality of the groundwater, especially when the soil in the area does not hold the water for a sufficient time to help filter pollutants in the infiltrating water.

Because the city relies on groundwater as its source of potable water, protection of the aquifer is particularly important. According to the Map NR-1: Aquifer Recharge Areas most of the city and its urban growth area lies within an area classified as having ‘Extreme Aquifer Susceptibility.’ This classification is applied to those areas which provide very rapid recharge with little filtration or aquifer protection, have coarse soil textures, 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 and commercial densities on these soils if on-site septic systems are utilized. These areas, along with areas of ‘High Aquifer Susceptibility’ are regulated by the city’s Critical Areas Ordinance.

Although almost all areas in the city and its urban growth area show some form of aquifer susceptibility, many wells in the area have been drilled through one or more clay layers. These clay layers indicate that it is possible that Rainier’s drinking water aquifer actually receives more protection from the impermeable or semi-permeable clay layers than is indicated by what is shown on Map NR-1. Regardless, 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.

Frequently Flooded Areas. A small 100-year Federal Emergency Management Agency (FEMA) floodplain exists in the urban growth area along the southwestern city limit (see Map NR-2). The Rainier Critical Areas Ordinance requires compliance with the provisions of the National Flood Insurance Program as a condition of development in this area.

Wetlands. Wetlands are transitional areas between upland and aquatic environments where water is present long enough to form distinct soils and where specialized aquatic plants can grow. Wetlands include marshy areas along shorelines, inland swamps, and seasonal water courses. In their natural state, these wetlands perform a number of functions that are difficult, costly, and sometimes impossible to replace. Wetlands in Rainier:

- Provide erosion and sediment control.
- Stabilize streambanks, floodplains, and shorelines as a result of the extensive root systems of wetland vegetation.
- Improve water quality by decreasing the velocity of water flow as well as physically intercepting and filtering waterborne sediments, excess nutrients, heavy metals, and other pollutants.
- Provide high quality habitat for resident and migratory wildlife anadromous fish, amphibians, birds, mammals, and other species.
- Store and slowly release stormwater.

Map NR-3 shows the areas of Rainier where wetlands may be present. This information indicates that the city has a limited number of wetlands. Known areas of wetlands are primarily located in and around the Tipsoo Loop neighborhood.

Development in and around Rainier's wetlands is regulated by Rainier's Critical Areas and Natural Resource Lands Ordinance. Under this ordinance, wetlands are required to be classified and mapped as part of the permitting process. Development must follow established standards, and best management practices are required in order to minimize wetland impacts.

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

Fish and Wildlife Conservation Areas. The City of Rainier contains areas of priority Oregon white oak woodlands and prairie habitat, both priority habitats. However, Rainier has had few known sightings of Federal endangered or State priority species. The only record on the state Priority Habitat and Species for Rainier was for waterfowl concentrations associated with the wetlands in the Tipsoo Loop area and the wetlands to the east of the community.

Recorded sightings of the Oregon Vesper Sparrow, the Mazama Pocket Gopher, and the Western Gray Squirrel have occurred in areas near but outside of Rainier. Soils appropriate for the Mazama Pocket Gopher, a threatened species under the Endangered Species Act are present in Rainier, but no known sightings of the species have occurred in the community. To help preserve the species, the City of Rainier will continue to monitor areas within the community for the presence of pocket gophers and, where appropriate, require a habitat assessment for new development.

Landslide and Erosion Hazards. Land with slopes of more than 40% and certain soils are considered to pose potential landslide or erosion hazards (see Map NR-4). Where these areas exist, the potential hazard is required to be evaluated under the Rainier Critical Areas and Natural Resource Lands Ordinance to ensure that development will not further destabilize the potential landslide or erosion hazard.

D. GOALS AND POLICIES

The City of Rainier has established the following goals and policies for the protection of natural resources:

ENVIRONMENTALLY-SENSITIVE AREAS – GENERALLY

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

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

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

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

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

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

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

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

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

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

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

GROUNDWATER AND CRITICAL AQUIFER RECHARGE AREAS

Goal NR 1: Rainier maintains high quality drinking water with minimal contaminants and limited need to treat the water.

Policy NR 1.1: Continue to monitor the quality of the drinking water to understand if and when potential contamination occurs.

Policy NR 1.2: Continue to pursue the development of a wastewater treatment system to limit potential contaminants of the drinking water aquifer.

Policy NR 1.3: Continue to review projects in accordance with the wellhead protection standards.

Goal NR 2: Adequate water supplies are maintained within the aquifer.

Policy NR 2.1: Encourage the infiltration of water into the soil near where it falls to help replenish the aquifer.

Policy NR 2.2: Continue to adopt standards and policies that limit impervious surfaces, especially in critical aquifer recharge areas.

FREQUENTLY FLOODED AREAS

Goal NR 3: Public property, private property, and natural resources are protected from losses associated with flooding.

Policy NR 3.1: Minimize development within the Rainier floodplain and known high groundwater hazard areas.

Policy NR 3.2: Preserve the size and function of natural water storage areas including wetlands in Rainier.

Policy NR 3.3: Maintain flood standards, including building, mechanical and other codes, that are consistent with most recent FEMA standards and utilize best available science for floodplain construction practices.

Policy NR 3.4: Work towards the development of a comprehensive storm drainage plan to better understand how stormwater flows through the community.

Policy NR 3.5: Consider adopting standards to assist in the review of stormwater treatment for construction projects.

Policy NR 3.6: Comply with the requirements of the federal National Flood Insurance Program.

WETLANDS

Goal NR 4: No net loss in the function and values of wetlands in Rainier occurs.

Policy NR 4.1: Make standards for wetland protection easy to understand and consistent with best available science.

Policy NR 4.2: Where a wetland may be impacted, require developers/property owners to perform a wetland delineation and to mitigate wetland impacts that will occur as a result of the development proposal.

Policy NR 4.3: Promote the clustering of homes away from wetlands.

FISH AND WILDLIFE CONSERVATION AREAS

***Goal NR.5: Rainier protects and enhances critical resources and habitats.**

Policy NR 5.1: Use best available science in preserving and enhancing resources for anadromous fish and other local endangered, threatened or sensitive species.

Policy NR 5.2: Monitor state and federal discussions regarding endangered, threatened, and protected species and habitats.

Policy NR 5.3: Take proactive steps to protect species and prepare for limitations on development associated with their protection.

LANDSLIDE AND EROSION HAZARDS

Goal NR.6: Development in geologically hazardous areas is consistent with maintaining public health and safety.

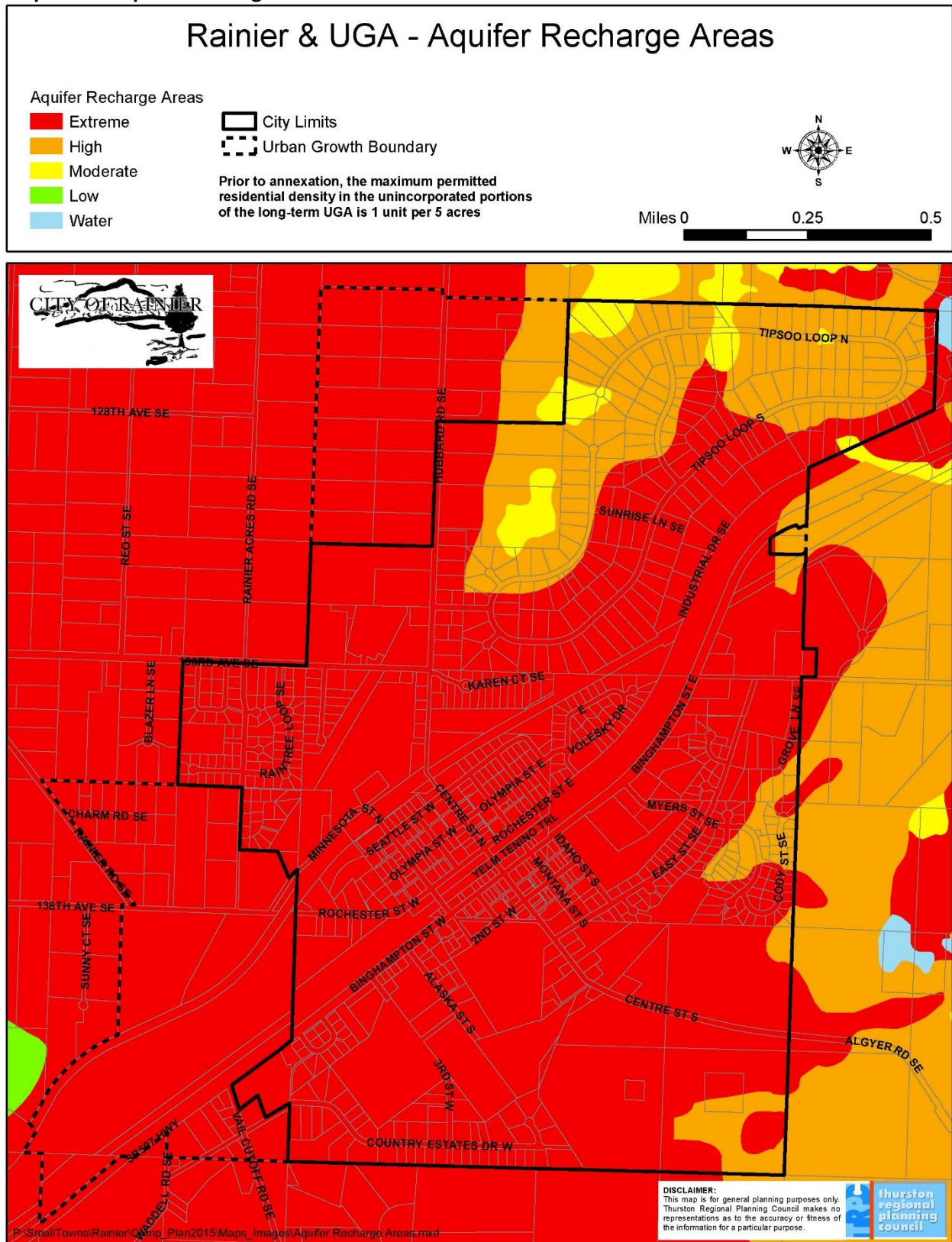
Policy NR 6.1: Require engineering and or geotechnical investigations and certifications be made prior to approval of development permits or authorizations to proceed.

Policy NR 6.2: Require development of housing, roads, and other facilities to locate away from steep slopes where possible and practical.

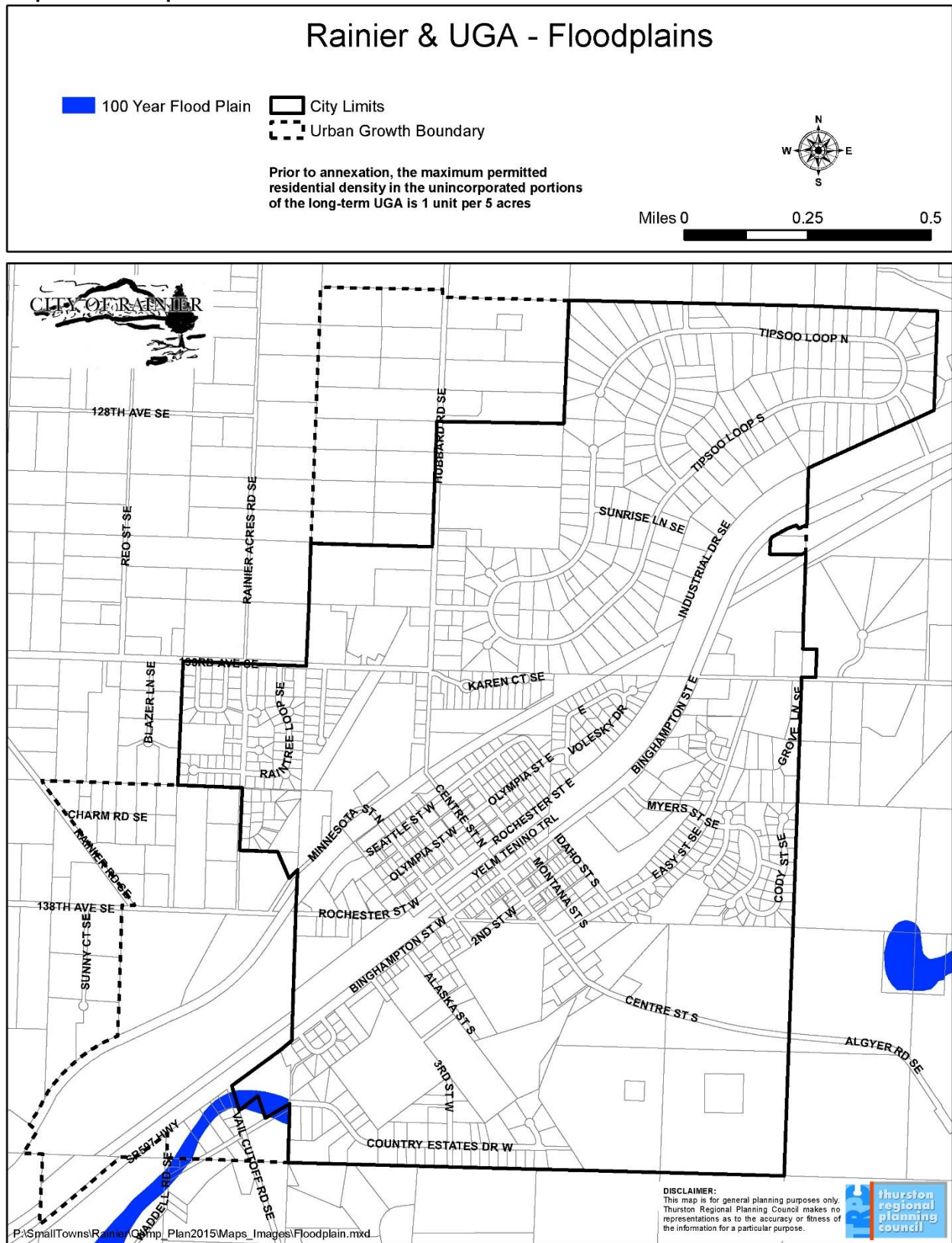
Policy NR 6.3: Consider a variety of factors including soil instability, slopes, shrink/swell potential and other limitations in reviewing development applications.

Policy NR 6.4: Require revegetation and restoration of hillsides disturbed during development activities, consistent with the best available science.

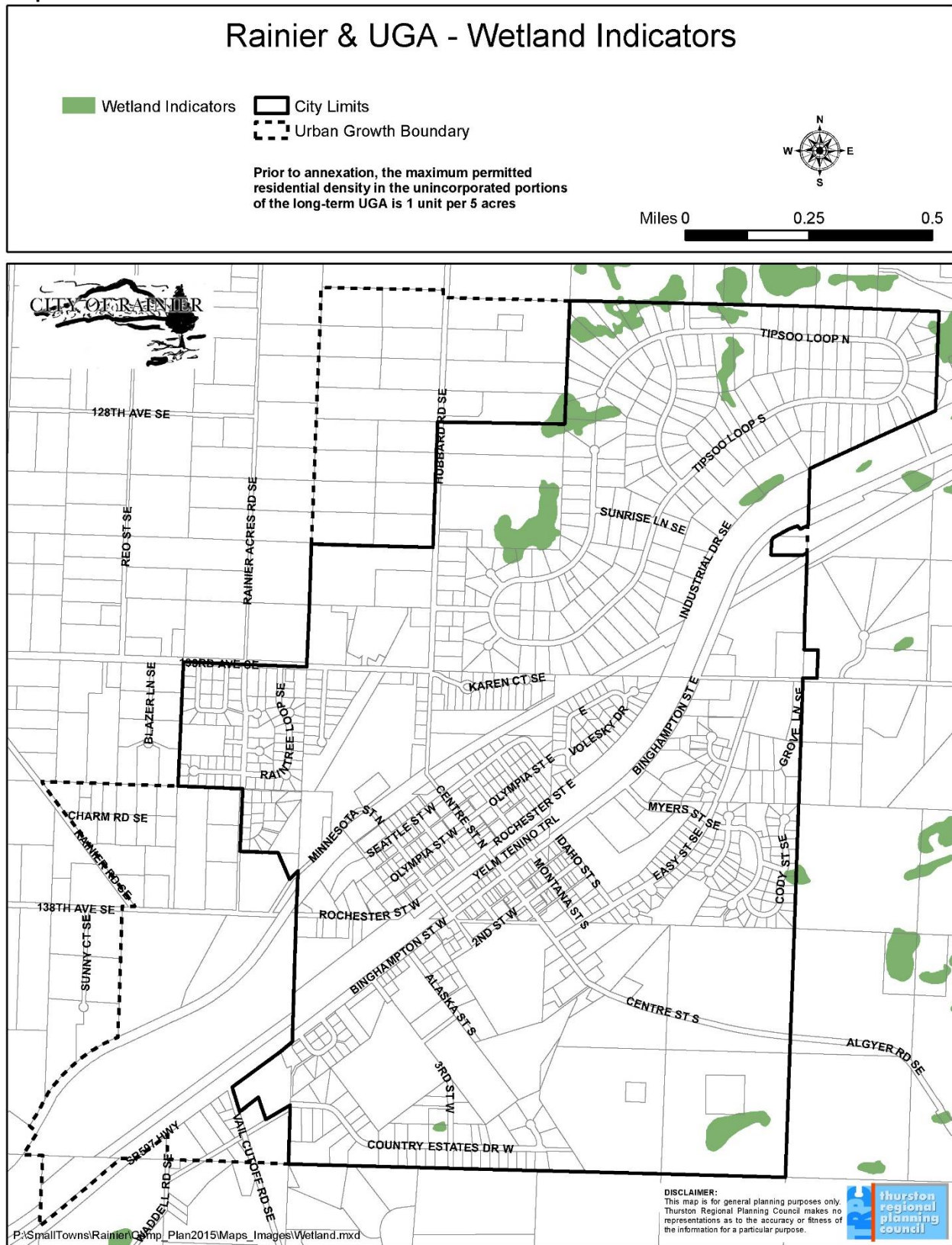
Map NR-1: Aquifer Recharge Areas



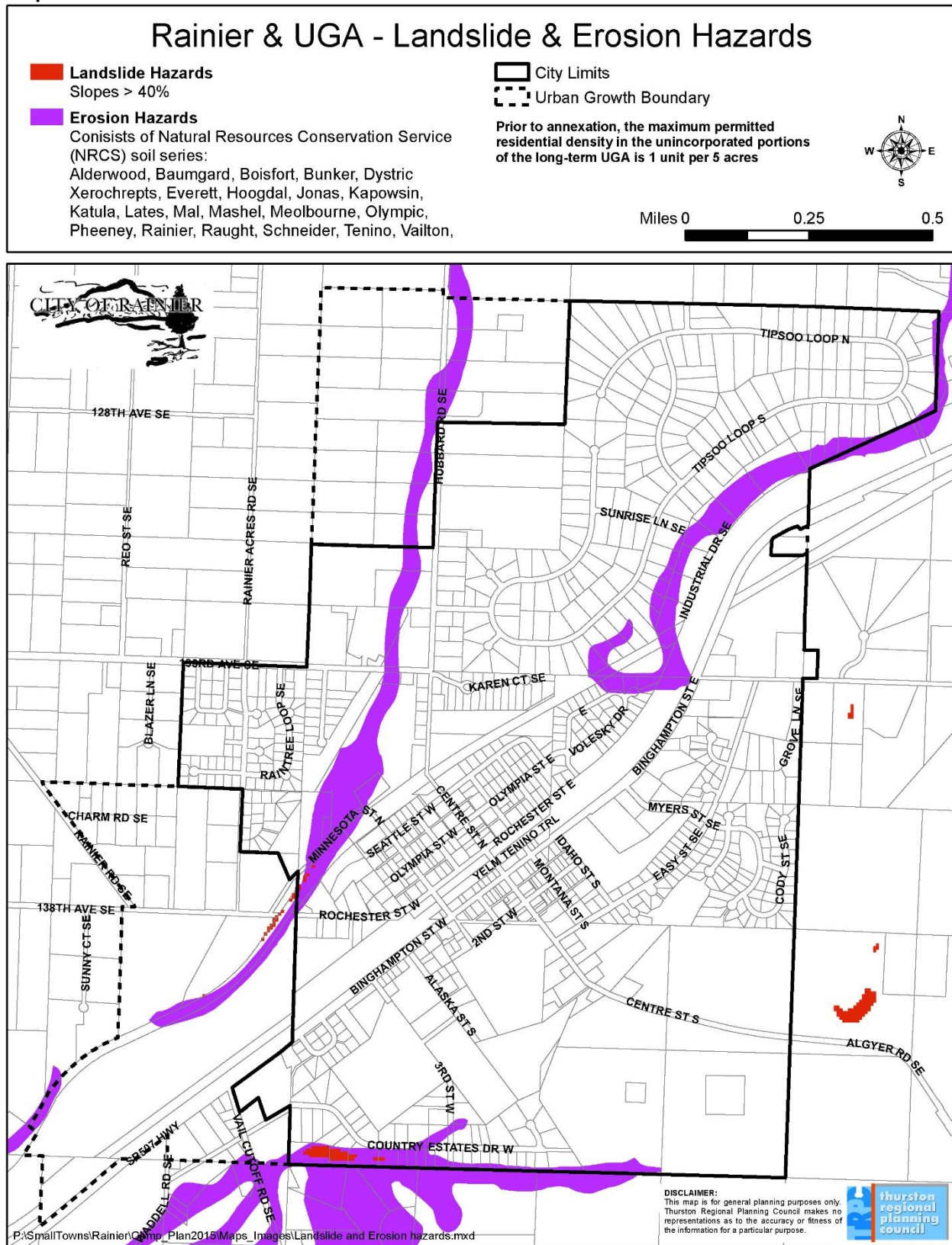
Map NR-2: Floodplains



Map NR-3: Wetland Indicators



Map NR-4: Landslide and Erosion Hazards



CHAPTER 3. PARKS

The City of Rainier contains a wealth of park and open space lands. However, constructing a coherent park system for residents within the community is difficult. City budgets for parks are minimal and several challenges to the effective provision of parks exist. These challenges include:

- Providing park space for a community that is highly divided by natural and artificial barriers, such as roadways, railroad tracks, and steep slopes and topographic breaks, and wetlands.
- Building a park system when a number of key park pieces, such as the Yelm-Tenino Trail, are not owned by the City of Rainier.

This plan is attempt to address these challenges.

A. EXISTING PARK SYSTEM

The City of Rainier park system contains four City-owned parks as well as five facilities that are owned and maintained by other entities. These facilities are shown in Map PK-1, and a description of the system-wide characteristics is provided below (for a detailed description, see Appendix D).

Limited Activities in Parks. Existing parks generally host limited activities and amenities. Raintree Park, for example, contains a basketball hoop and some barbeque grills that show little sign of use. the park has little to offer for those who do not want to recreate in the area or play basketball. Wilkowski Park functions in a similar manner. The park contains barbecue grills, picnic tables, and an iconic piece of art but fails to consistently attract people because there are no other activities available. The lack of park amenities limits the degree to which people utilize existing facilities.

Facilities Nearing End of Useful Life. Equipment that is available in some of the City's parks is nearing the end of its anticipated life cycle and will need to be replaced soon. Playground equipment in Gehrke Park and the trail through Wilkowski Park, in particular, are in need of attention.

Underserved Residential Neighborhoods. Some residential neighborhoods are underserved by park facilities. The Country Estates and Trotter Downs subdivisions, for example, have limited access to recreational opportunities. Distance from and lack of direct routes to existing facilities, topography, busy roads, and railroad tracks all discourage residents from using parks and recreational facilities (see Map PK-2).

B. RESIDENT INVOLVEMENT IN PLAN DEVELOPMENT

In 2013 and 2014, the City of Rainier sought the perspectives of local students, residents and business owners to determine how best to enhance the park system given these characteristics. The public

outreach process and results from the survey conducted as part of the development of the Rainier Parks Plan are presented in Appendix D. These perspectives showed that:

- The park system as a whole is underutilized. Several individuals were not aware of all of the facilities Rainier residents have access to, and many people rarely use them even if they know about them.
- Walking or riding bikes is a popular way to get to a park.
- The most highly used recreational facility in Rainier is the Yelm-Tenino Trail. This does not include facilities at Rainier High School, which rated the highest in the community survey due to the large number of student responses. Wilkowski Park is also a popular recreational resource.
- Neighborhood parks, such as Gehrke Park and Raintree Park, experience a much larger use by residents within their surrounding neighborhoods than by individuals from the remainder of the community.
- Improving/creating sports fields, creating a town square, and adding amenities to Wilkowski Park were desirable to residents.
- More expensive projects, such as installing a spray pad feature and a skate board park, were desirable to residents, as were small projects like creating basketball courts.
- Focusing park improvements in downtown Rainier was a high priority for a number of residents.

C. DEMAND AND NEED ANALYSIS

Based on the community survey results, the City compared the amenities available at existing facilities to residents' stated preferences. The results of this analysis are shown in Table 3.1.

Table 3.1: Demand/Need Analysis				
What Big Idea for the parks in Rainier do you think the city should focus on?	Response Rate from Survey		Current Availability in Rainier	Disconnect Between Demand and Need
	All Responses	Adult Responses		
Town Square	29.9	46.4	- None	- No community gathering place
Adding Sports Fields to Community	29.9	20.3	- Baseball, softball, and football at Bus Kern Memorial Park and on Rainier School District property. - Limited soccer available at Bus Kern.	- Limited sport field opportunities, including facilities owned and operated by Rainier
Adding Amenities to Wilkowski Park	25.5	42.0	- Limited recreational amenities in Wilkowski Park (small paved trail, RV camping, picnic shelter)	- Limited recreation opportunities available in Wilkowski Park

Table 3.1: Demand/Need Analysis (continued)				
What Big Idea for the parks in Rainier do you think the city should focus on?	Response Rate from Survey		Current Availability in Rainier	Disconnect Between Demand and Need
	All Responses	Adult Responses		
Spray Pad	42.3	19.2	- None	- Few fun activities for middle and high school-aged children
Skate Park	36.7	21.9	- None	- Few fun activities for middle and high school-aged children
Basketball Hoops	32.9	26.0	- Several scattered through town (though primarily in obscure/unknown locations)	- Few basketball hoops in downtown. Hoops in Gehrke and Raintree Parks not well known
Playground	16.4	34.2	- Two playgrounds in Rainier, including one nearing end of useful life	- Limited recreational opportunities for young children

This analysis illustrates many of the key concepts that form the basis of this plan including: creating additional places for the community to gather; creating more recreational activities in downtown, as opposed to neighborhoods; adding sport fields (particularly soccer fields) to the community; and, adding activities for young children and teenagers.

D. PARK SYSTEM CONCEPT

The demand and needs analysis contributed to the four fundamental goals of this park plan. These goals are illustrated on Map PK-3.

Goal #1: Creating a Community Park. Future park improvements in the City of Rainier will focus primarily on the creation of a community park in the center of Rainier. This park will serve residents throughout the City, include a regular place to gather, and feature a variety of park facilities including soccer fields, a spray pad, a playground and a basketball hoop. The community park will incorporate the two most highly used recreational facilities in Rainier – the Yelm-Tenino Trail and Wilkowski Park – and link them to vacant City-owned land and the underutilized Holiday Park. By creating these links, the City can establish a park system that allows people to travel through the city and utilize a variety of recreational features.

A spray pad and town square will be located on the north end of Dakota Street while more active recreational opportunities, such as a basketball court and skate park, will be found at the south end of Dakota Street. A new playground, soccer fields and a looped walkway in Wilkowski Park will also be constructed. These concepts are illustrated in Figure 3.1).

Figure PK-1: Community Park Concept



DAKOTA STREET DETAIL (Looking Southeast)



WILKOWSKI PARK DETAIL (Looking West)



Goal #2: Enhancing Connections between the Community Park and Residential Neighborhoods. To take full advantage of developing a community park, additional improvements will be made to enhance pedestrian connections to allow individuals to walk or bike to the facility. These connections will include new sidewalks, formalizing an informal connection between Tipsoo Loop and the Yelm-Tenino Trail, and enhancing or creating pedestrian crossings on Binghampton Street (SR 507).

Goal #3: Creating Neighborhood Park Facilities/Amenities to Serve New Development. Existing neighborhoods and new residential subdivisions will benefit from additional park facilities that serve Rainier's distinct districts. Two new neighborhood parks are envisioned to serve future development in Rainier:

- **Pleasant View Trail** – The Pleasant View Trail will provide a linear park/trail through the northern portion of the City and its unincorporated Urban Growth Area. The trail is primarily located along a ridge and is intended to provide views of Mount Rainier for individuals who travel the proposed route. Developers will be required to set aside land for the facility and construct the trail as a

condition of development approval. Developers would also be encouraged to install amenities such as swings, benches and a basketball hoop along the trail.

- **South Rainier Neighborhood Park** – The South Rainier neighborhood park is intended to provide a park and recreation facility to serve future development on the 160 acres of vacant land in the southern portion of the community. Construction of the park will be required as a condition of future development, and the facility will feature a mix of activities such as open spaces for informal recreation, natural lands, and a playground.

In addition to these new parks, the City of Rainier will work to enhance existing neighborhood facilities, including Raintree Park and Gehrke Park. Improvement to the parks is envisioned as a less-important priority than the creation of the community park, however. Anticipated projects for the neighborhood facilities are listed in the Capital Improvement Program included within this plan (see Table 3.2).

Supporting Other Organizations to Improve their Recreational Lands. Rainier will support the efforts of the Rainier School District, the Rainier Sportsmans Club, Thurston County, and Fairpoint Communications to improve their park facilities. While the City will devote minimal finances to improve these lands (as proposed within this plan), the City will provide technical assistance, support during any necessary permitting, and other forms of assistance for projects of mutual benefit.

E. CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program to implement the Rainier Parks Plan is presented in Table PK - 2.

Table PK-2: Capital Improvement Program			
COMMUNITY PARK			
Dakota Street	Cost	Timeframe	Source of Funding
<i>North</i>			
Bandstand	\$35,000	2016-2026	CDBG/RCO Grants and/or Bonds
Spray Pad	\$240,000	2016-2026	CDBG/RCO Grants and/or Bonds
Walkway (North Portion Only)	\$10,000	2016-2026	CDBG/RCO Grants and/or Bonds
Sidewalk (With Tree Wells)	\$25,000	2016-2026	CDBG/RCO Grants and/or Bonds
Parking	\$30,000	2016-2026	CDBG/RCO Grants and/or Bonds
Electrical Enhancements	\$10,000	2016-2026	CDBG/RCO Grants and/or Bonds
Landscaping	\$8,000	2016-2026	CDBG/RCO Grants and/or Bonds
Total with Tax, Architecture and Engineering and Contingency	\$504,448		
<i>South</i>			
Skate Park	\$110,000	2016-2026	CDBG/RCO Grants and/or Bonds
Basketball Court	\$20,000	2016-2026	CDBG/RCO Grants and/or Bonds
Landscaping	\$4,000	2016-2026	CDBG/RCO Grants and/or Bonds
Total with Tax, Architecture and Engineering and Contingency	\$188,816		

Table PK-2: Capital Improvement Program (continued)**COMMUNITY PARK**

Wilkowski Park	Cost	Timeframe	Source of Funding
Installation of Curbing and Safety Materials	\$22,500	2016-2021	Impact/Mitigation Fees, Grants, or Bonds
Removal of Existing Walkway in Wilkowski Park	\$9,000	2016-2021	Impact/Mitigation Fees, Grants, or Bonds
New Walkway	\$15,000	2016-2021	Impact/Mitigation Fees, Grants, or Bonds
Landscaping	\$8,000	2016-2021	Impact/Mitigation Fees, Grants, or Bonds
Total with Tax, Architecture and Engineering and Contingency	\$105,429		

CONNECTIONS TO THE COMMUNITY PARK

	Cost	Timeframe	Source of Funding
Tipsoo Loop/Industrial Connection	\$15,000	2017	Collaboration with Thurston County, CDBG/RCO Grants and/or Bonds
Myers Street/Idaho Street Connection	As Part of Development	With Development	Condition of New Development
Enhanced Michigan Street Connection	\$25,000	2018	Transportation Improvement Board/Transportation Alternatives Program
Enhanced Dakota Street Connection	As Specified by Main St. 507 Project	2017	Transportation Improvement Board/Transportation Alternatives Program, CDBG/RCO Grants and/or Bonds

NEIGHBORHOOD PARKS

Gehrke Park	Cost	Timeframe	Source of Funding
Playground	\$60,000	With Development	Impact/Mitigation Fees, Grants, or Bonds
Safety Enhancements	\$22,500	With Development	Impact/Mitigation Fees, Grants, or Bonds
Raintree Park	Cost	Timeframe	Source of Funding
Swings	\$20,000	With Development	Impact/Mitigation Fees, Grants, or Bonds
Safety Enhancements	\$10,000	With Development	Impact/Mitigation Fees, Grants, or Bonds

Table PK-2: Capital Improvement Program (continued)**COMMUNITY PARK**

Pleasant View Trail	Cost	Timeframe	Source of Funding
Construct Trail	Unknown	With Development	Subdivision Exaction
Amenities Along Trail	Unknown	With Development	Subdivision Exaction
South Rainier Park	Cost	Timeframe	Source of Funding
Set Aside and Construct Park	Unknown	With Development	Subdivision Exaction
Other Neighborhood Parks	Cost	Timeframe	Source of Funding
Set Aside and Construct Park	Unknown	With Development	Subdivision Exaction

F. GOALS AND POLICIES

Rainier has identified the following goals and policies in order to implement this park plan. Where the jurisdictions of unincorporated Thurston County and the City of Rainier intersect, the City encourages Thurston County to adopt those goals and policies denoted with an asterisk (*).

Goal PK 1: Rainier has a community park in the downtown.

Policy PK 1.1: Pursue funding to implement the “community park” concept.

Policy PK 1.2: Develop a method to ensure that new development contributes to the cost of the community park.

***Policy PK 1.3:** Collaborate with Thurston County and Fairpoint Communications to best utilize their existing park lands to contribute to the development of the community park.

Goal PK 2: Rainier’s residential neighborhoods are well-connected to the community park by pathways and trails.

Policy PK 2.1: Work with Thurston County Parks to formalize the pedestrian connection from Industrial Drive, below Gehrke Park, to the Yelm-Tenino Trail.

Policy PK 2.2: Improve existing crosswalks across Binghampton Street (SR 507).

Policy PK 2.3: Work with the Washington State Department of Transportation to identify an appropriate pedestrian crossing on Binghampton Street (SR 507) at Myers Street or Idaho Street. Require the connection to be installed as part of a future road project or the future development of the nearby site.

Policy PK 2.4: Require new development to construct sidewalks to help tie new housing into the Rainier community park.

Goal PK 3: New residential development contributes to creating and/or enhancing neighborhood parks.

Policy PK 3.1: Require new development along the proposed Pleasant View Trail to set aside land along the trail corridor and construct its portion of the trail.

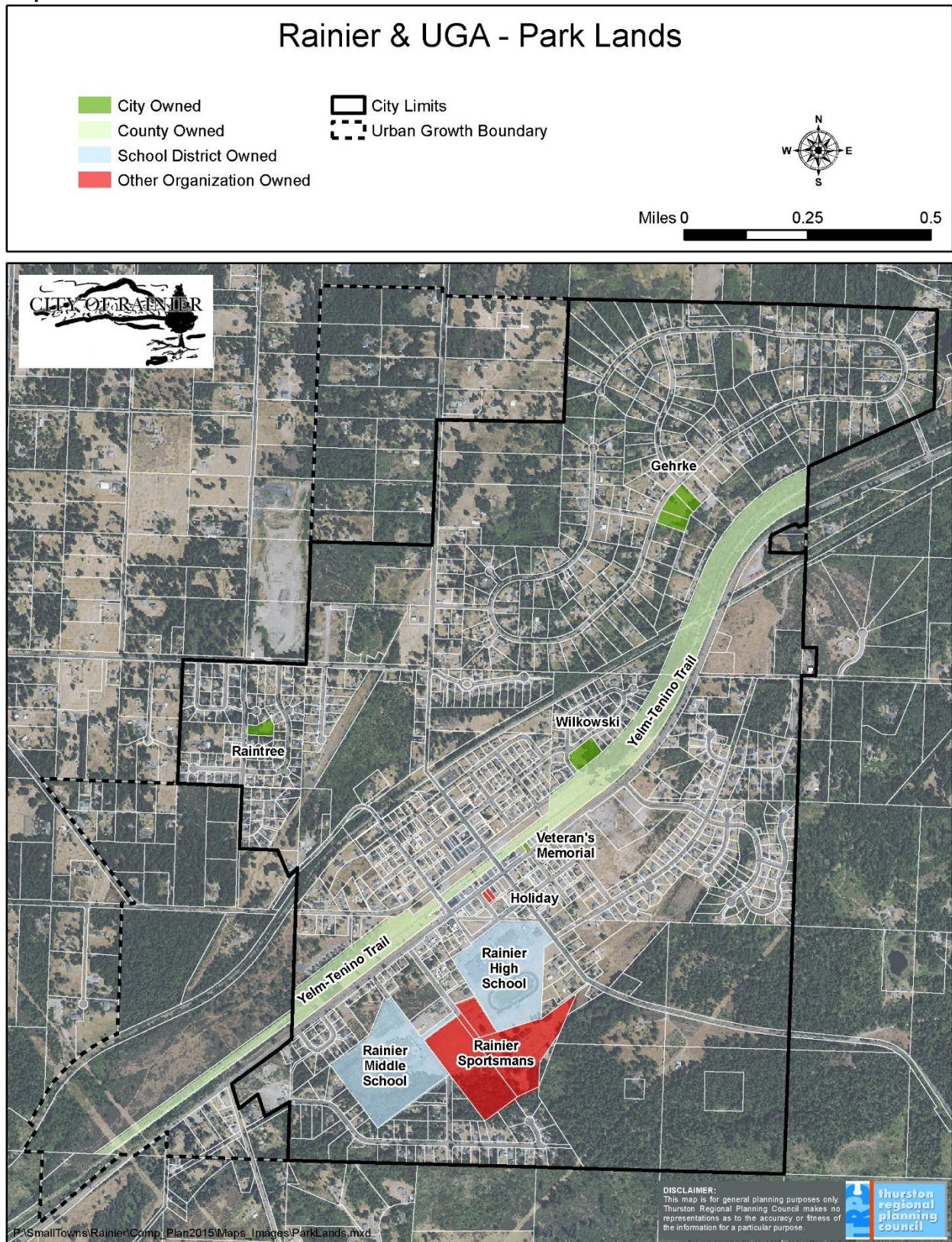
Policy PK 3.2: Encourage development of additional recreational amenities at suitable locations along the trail corridor.

Policy PK 3.3: Require a new park facility to serve any future development on the southern portion of Centre Street/Algyer Road.

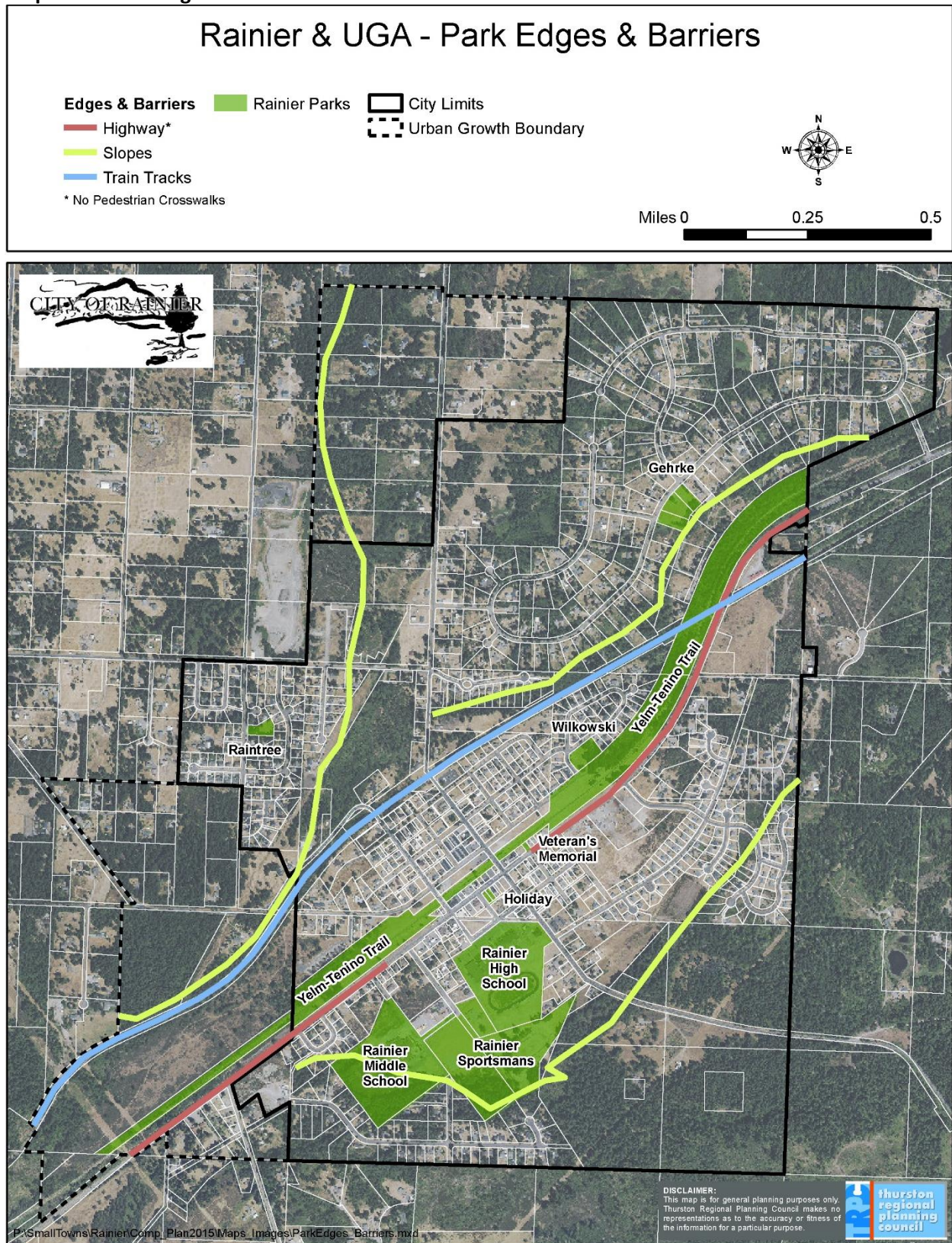
Goal PK 4: Rainier supports the efforts of organizations such as the Rainier Sportmans Club, the Rainier School District, and Thurston County Parks, to develop their park facilities.

Policy PK 4.1: Where possible, provide technical assistance or other support to organizations seeking to improve their park and recreational facilities.

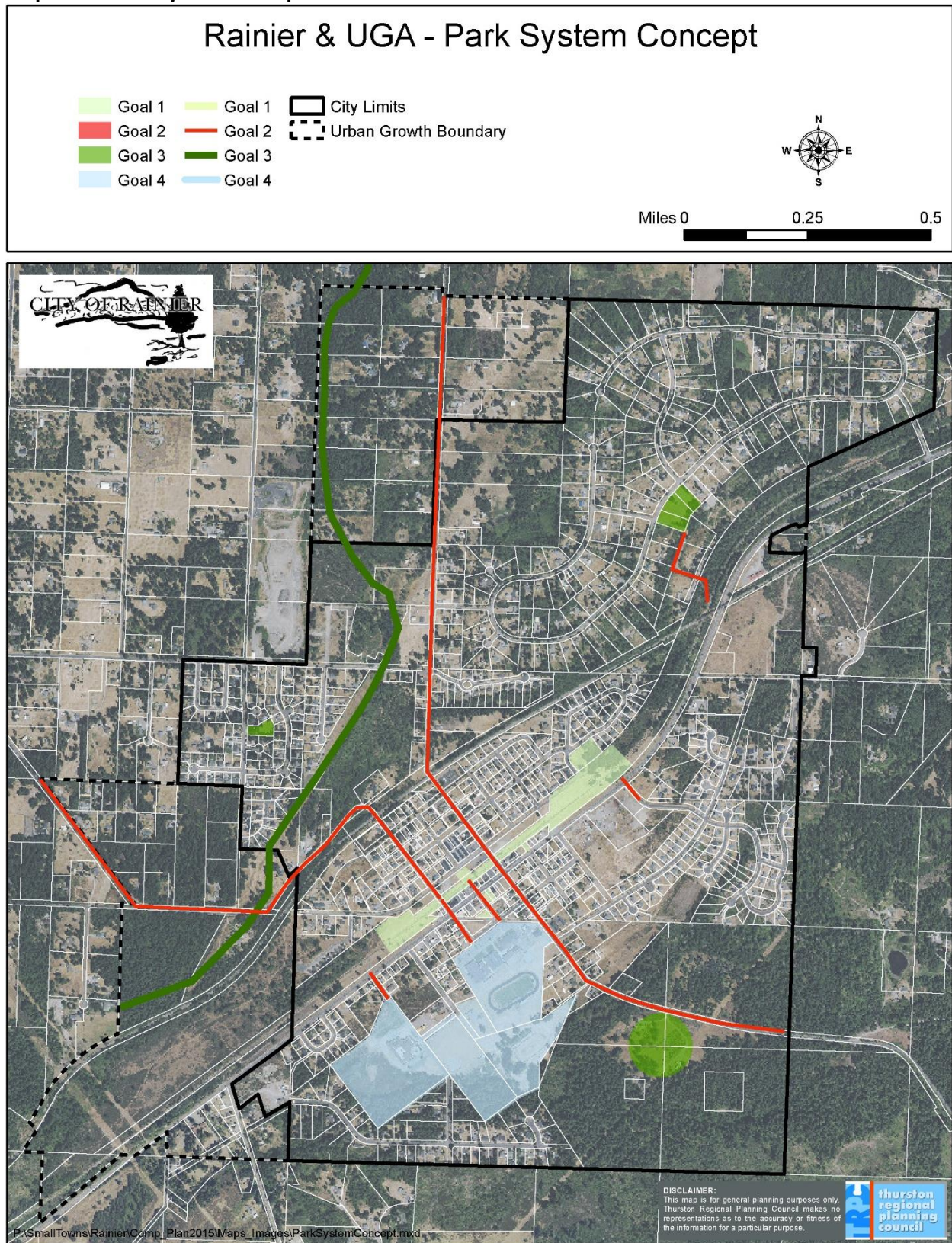
Map PK-1: Park Lands



Map PK-2: Park Edges and Barriers



Map PK-3: Park System Concepts

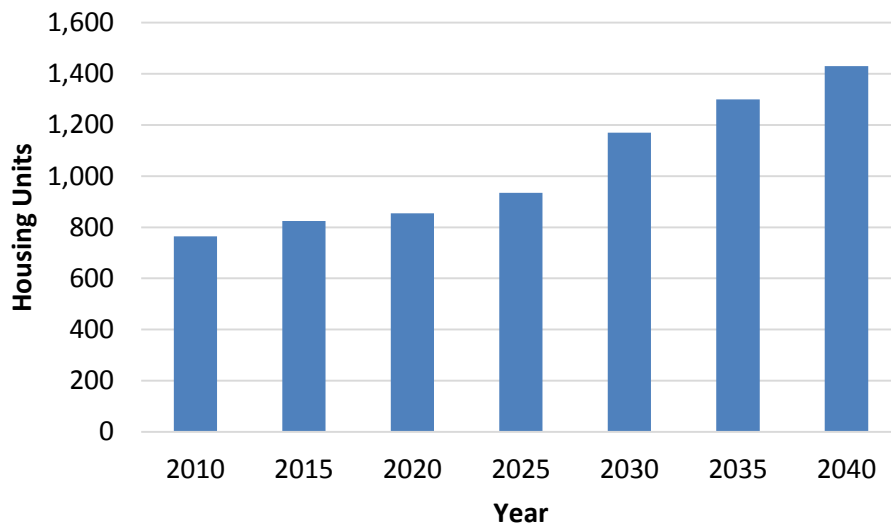


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CHAPTER 4. HOUSING

The City of Rainier is comprised of a mixture of housing units that have been built throughout the history of the community. During the 20-year planning period, it is estimated that the number of housing units in Rainier will nearly double (see Figure 4.1 below). To evaluate housing needs and goals over the next 20 years, the community conducted an inventory of existing housing conditions as part of this 2016-2036 Comprehensive Plan update; findings of the inventory are presented below.

Figure 4.1: Rainier Housing Forecast



Source: TRPC, Small Area Population Estimates and Population and Employment Forecast Work Program, 2014

A. FAMILY TYPE, HOUSING TENURE, AND DWELLING UNIT MIX

According to 2014 TRPC estimates, the City of Rainier contains approximately 765 housing units. Of these units, the majority are single family dwellings; six duplexes, one apartment complex, and one mixed use building are also present.

Occupancy. Table 4.1 outlines the tenure of housing units in Rainier at the 2010 Census. Table 4.2 identifies the occupancy status of dwellings based on the age of the householder. Owner-occupied units comprised 78.4% of the total occupied housing units in Rainier. Rentals accounted for approximately one fifth of the occupied homes in Rainier and provided an important housing option for younger individuals and families. Rentals represented 64.7% of the housing units for individuals aged 15 to 25 and 40.0% of the units for individuals aged 25 to 34. Older householders tended to own their homes.

Table 4.1: Housing Tenure of Units in Rainier		
Type of Housing	Total	Proportion
Occupied Housing Units	656	100.0%
Owner-Occupied	514	78.4%
Renter-Occupied	142	21.6%
Vacant Housing Units	61	--
Total housing units	717	--
Source: 2010 Census		

Table 4.2: Owner and Renter-Occupied Housing				
Age Range	Occupancy Status (Total)		Occupancy Status (Proportion of Age Group)	
	Owner	Renter	Owner	Renter
15 to 24	6	11	35.3%	64.7%
25 to 34	63	42	60.0%	40.0%
35 to 44	95	34	73.6%	26.4%
45 to 54	141	31	82.0%	18.0%
55 to 64	117	17	87.3%	12.7%
65 to 74	46	4	92.0%	8.0%
75 to 84	39	3	92.9%	7.1%
85 and over	7	0	100.0%	0.0%
TOTAL	514	142	78.4%	21.6%
Source: 2010 Census				

Table 4.3: Households by Family Type					
	Bucoda	Tenino	Rainier	Yelm	Thurston County
Total Households	222	656	691	2,299	100,650
Husband-wife family	41.9%	54.1%	42.3%	51.7%	49.9%
Male or Female Householder Family, No Spouse Present	24.8%	19.7%	21.4%	22.8%	15.8%
Nonfamily Household	33.3%	26.2%	36.3%	25.5%	34.3%
Family Households with Own Children Under 18 Years	22.5%	34.6%	30.5%	49.9%	28.9%
Nonfamily Households with Single Person over 65	7.2%	5.6%	12.4%	8.5%	8.6%
Source: 2010 Census					

Family Type. Approximately 30.5% of the families in Rainier had children in the home (see Table 4.3), a rate similar to Thurston County as a whole but less than some south County communities. Nonfamily

households – households composed of a single individual or a group of unrelated individuals – accounted for a slightly higher percentage of households than the County as a whole. Nonfamily households are anticipated to continue growing in Rainier over the next 20 years, consistent with trends the County has seen since 1970. Accommodating these nontraditional households, especially older individuals living alone, will be a challenge for Rainier over the next 20 years.

B. HOUSING TYPES

The City of Rainier allows a variety of housing types in zones throughout the City, as required by current state law. These housing types, as well as the zones where the types are allowed, are presented in Table 4.4 below.

Table 4.4: Allowance of Various Housing Types in Rainier	
Type of Housing	Zones Allowed
Government-Assisted Housing	Allowed in all zones, so long as the zoning is consistent with the type of housing (Single Family, Duplex, Multifamily, Mixed Use) proposed
Housing for Low-Income Families	Allowed in all zones, so long as the zoning is consistent with the type of housing (Single Family, Duplex, Multifamily, Mixed Use) proposed
Manufactured Housing	Allowed as a single-family home in all zones where single-family housing is allowed
Multifamily Housing	Allowed in most residential and commercial zones
Group Homes	Allowed as a permitted residential use in zones that allow housing. For juveniles and other individuals in the correctional system allowed in Industrial Zone as a conditional use
Foster Care Facility	Allowed as an administrative approval in all zones where single-family housing is allowed

C. HOUSING AGE AND QUALITY

Table 4.5 lists the year of construction for homes in Rainier. According to the Thurston County Assessor, 70.6% of the homes in Rainier (with known or estimated construction dates) were built after 1980 (see also Map HS-1).

Table 4.5: Year of Home Construction		
Year Built	Number	Percentage
Before 1900	0	0.0%
1900 to 1919	10	1.5%
1920 to 1939	51	7.6%
1940 to 1959	26	3.9%
1960 to 1979	109	16.3%
1980 to 1999	256	38.3%
2000 and Later	216	32.3%
TOTAL	668	100.0%
<i>Source: Thurston County Assessor</i>		

Recognizing the relatively new age of much of the housing in the community and the positive impact that housing has on assessed values, the City of Rainier considers home maintenance and improvement a key priority.

D. HOUSING AFFORDABILITY

Home values in Rainier tend to vary widely (see Map HS-2). Although housing is generally more affordable in Rainier than in Thurston County as a whole, Rainier households must drive farther in order to work and acquire goods and services; households spending more than 45% of their income on housing and transportation expenses are considered cost-burdened. According to 2016 Center for Neighborhood Technology data, the average annual housing and transportation costs for Rainier residents was \$36,093 or 58% of the area median income.

E. GOALS, POLICIES, AND ACTIONS

Rainier has the following goals, policies, and actions to address housing tenure, quality, and affordability in Rainier. Where the jurisdictions of unincorporated Thurston County and the City of Rainier intersect, the City encourages Thurston County to adopt those goals and policies denoted with an asterisk (*).

GOAL HS 1: Rainier has a diversity of housing types and options.

Policy HS 1.1: Ensure that an adequate supply of land is zoned for a variety of housing types and budgets by periodically inventorying existing conditions and reviewing and amending the Comprehensive Plan and zoning code.

Policy HS 1.2: Encourage new larger residential developments to include a mix of housing types.

Policy HS 1.3: Ensure that zoning requirements do not hinder new developments intended for elderly residents or individuals subject to the Fair Housing Act.

Policy HS 1.4: Monitor state laws regarding housing and ensure these laws are addressed in local regulations.

Policy HS 1.5: Ensure that manufactured housing constructed on an individual lot continues to be regulated similar to a site built home.

Policy HS 1.6: Cooperate with public and private housing agencies to promote a fair and equitable distribution of housing for all income groups throughout the region.

Policy HS 1.7: Encourage the development of additional housing options in or near downtown.

Goal HS 2: The structural and aesthetic integrity of the existing housing stock is preserved and enhanced.

Policy HS 2.1: Actively review building permits for home remodels and enforce life-safety requirements of the City's regulations.

***ACTION:** Coordinate with the Thurston County Housing Authority and other agencies for funding and administration of home rehabilitation and construction.

Policy HS 2.2: Participate in federal, state, and regional rehabilitation programs and actively pursue Community Development Block Grant (CDBG) monies and other funding sources to rehabilitate the existing housing stock.

Policy HS 2.3: Maintain information about and connections to housing agencies and services to assist property owners and renters in the rehabilitation of the existing housing stock.

Goal HS 3: Housing is available for households at all income levels.

Policy HS 3.1: Promote adequate maintenance of the existing housing stock as a means of preserving more affordable housing options for individuals and families.

Policy HS 3.2: Promote innovative housing types that may reduce the cost of housing, such as smaller-scale multifamily homes, small-lot housing, and accessory dwelling units.

Policy HS 3.3: Encourage public, private, and non-profit associations and joint public-private partnerships to build low- to moderate- income housing.

Policy HS 3.4: Evaluate local development standards and regulations for their effects on housing costs, and modify development regulations that unnecessarily add to the price of homes.

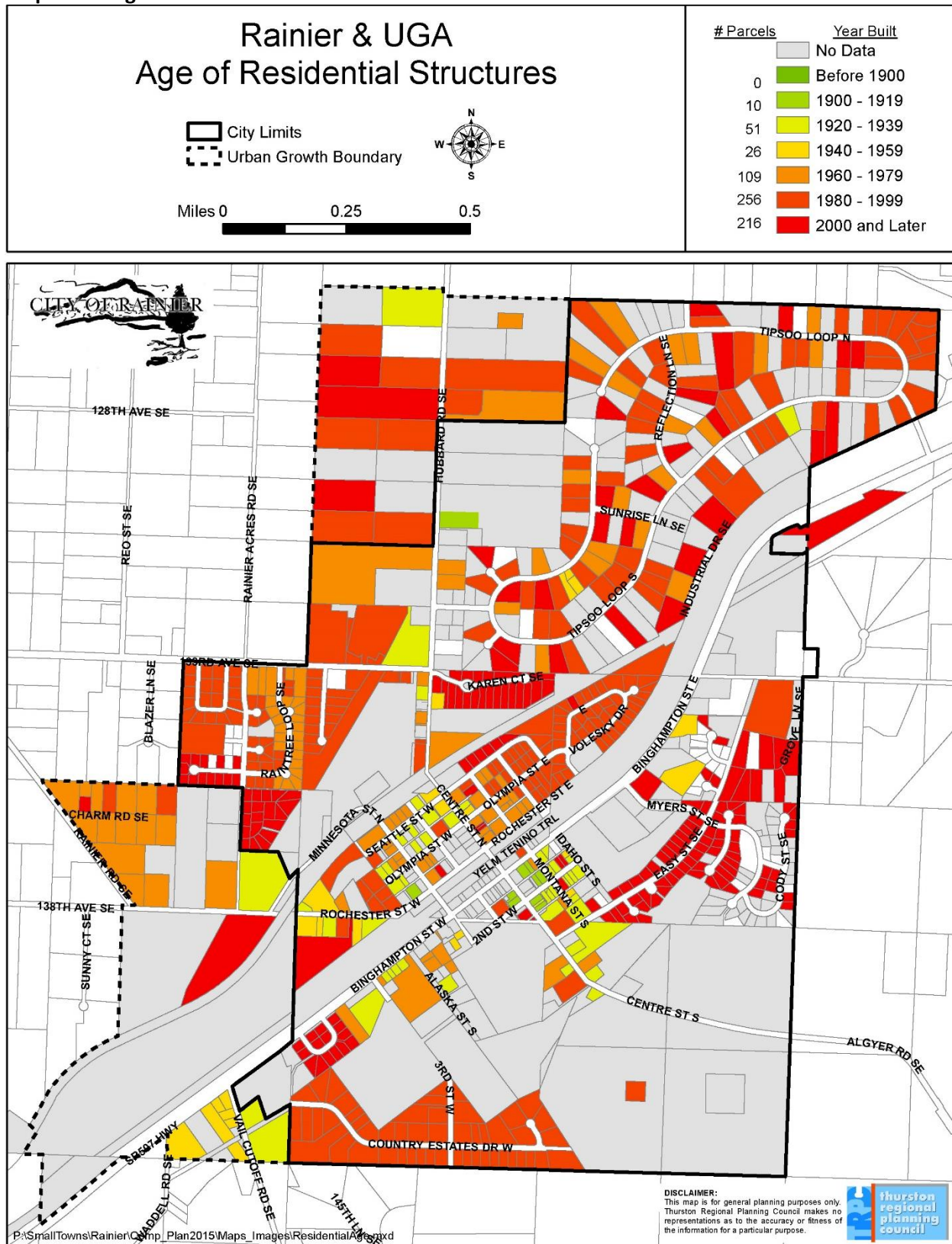
Policy HS 3.5: Facilitate home ownership by low- and moderate-income families through federal, state and local programs.

Goal HS 4: Indirect costs associated with living in Rainier are minimized.

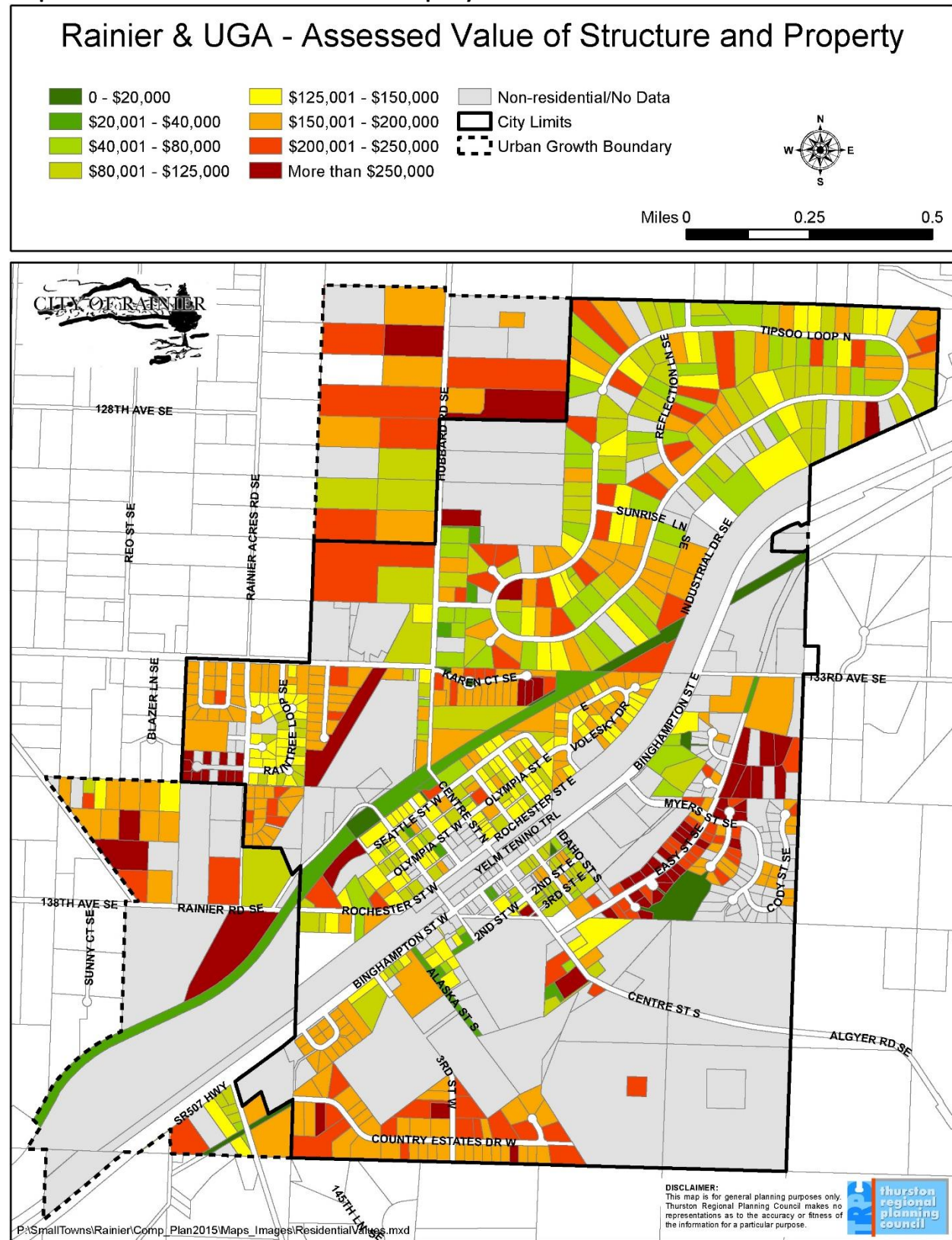
Policy HS 4.1: Promote alternative means of transportation to help reduce the number of cost-burdened households in Rainier.

Policy HS 4.2: Consider the impact potential sewer rates will have on the affordability of living in Rainier.

Map HS-1: Age of Residential Structures



Map HS-2: Assessed Value of Residential Property



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CHAPTER 5. TRANSPORTATION

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

A. COMMUNITY STREETS

The City of Rainier street system includes a variety of local, collector and arterial streets that are essential in maintaining an effective multimodal transportation system. Significant streets that traverse the community include State Route 507 (SR 507), Minnesota Street/Rainier Road, Centre Street, and 133rd Avenue. Centre Street and Minnesota Street/Rainier Road handle the majority of north/south traffic, and are the only two roads that cross SR 507, the primary east/west route.

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

Beginning in 2013, the City participated in a study that aimed at identifying solutions to traffic congestion at the intersections of SR 507 with Centre Street and Minnesota Street; and improve pedestrian safety and aesthetics in downtown Rainier. The project deliverables included the Downtown Sketchbook (see Chapter 1 of this Plan), a street tree plan, and a preliminary layout plan and cost estimates for improvements to SR 507. The preliminary design and cost estimates have been included as Appendix E.

Potential downtown improvements include wider sidewalks, street trees, ADA-accessible ramps; and constructing a roundabout at the Centre Street/SR 507 intersection. These improvements are projected to cost around \$3.9 million (in 2016 dollars) and will need to be funded by the City of Rainier in partnership with other agencies such as Thurston Regional Planning Council (TRPC), the Transportation Improvement Board (TIB), Washington State Department of Transportation (WSDOT), Washington State Department of Ecology, and the Federal Highway Administration.

Local Roads. The City of Rainier operates and maintains all other public roadways in Rainier. Minnesota Street (Rainier Road), Centre Street, and 133rd Avenue are the major north/south routes for not only local traffic but also through and freight traffic. Minnesota Street is constricted to a one-lane road as it passes under the Tacoma Railway Mountain Division trestle; as a result, truck traffic heading north to Olympia, Tumwater, and Lacey diverts onto Centre and then 133rd Avenue.

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

- **Road Types.** The functional classification of roadways in Rainier city limits and its UGA are presented in Map TS-1 and Table 5.1. With the exception of SR 507, maintenance and improvements to most roadways within city limits are the responsibility of the City of Rainier. As public streets and the properties they serve are annexed into the city limits from the unincorporated UGA, the City will accept the additional responsibilities associated with the maintenance and improvement of the new roads. Thurston County owns and maintains the majority of the roads outside city limits, including Rainier Road, Vail Cut-Off Road, Centre Street, and Hubbard Road.

Table 5.1: Street Types			
CITY LIMITS	Length (Miles)	Maintenance Responsibility	Improvement Responsibility
Minor Arterial			
SR 507 (city)	1.52	WSDOT	City/WSDOT
Major Collector			
133 rd (west of SR 507)	0.50	City	City
Centre Street	0.33	City	City
Rainier Road (City)	0.27	City	City
Minnesota Avenue	0.20	City	City
Algyer Road	0.58	City	City
Local Access			
All Other Public Streets	9.47	City	City
UNINCORPORATED UGA			
Minor Arterial			
SR 507 (county)	0.40	WSDOT	County/WSDOT
Major Collector			
Rainier Road (County)	0.40	Thurston County	Thurston County
Vail Cut-Off Road (County)	0.16	Thurston County	Thurston County
Local Access			
All Other Public Streets	0.63	Thurston County	Thurston County

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

- **Truck Routes.** Two local streets serve as key truck routes in Thurston County. 133rd Avenue SE and Centre Street North carry truck traffic from SR 507 north to Olympia.

Level of Service Standards. The city utilizes Link (A-F) level of service standards to identify the quality of service provided at peak hours for roadway segments on all arterials and major collectors within the City. Level of service, or LOS, is a calculation of how much traffic a road can carry compared to how much traffic it actually carries or is projected to carry. This is referred to as the “V/C ratio” or “volume-to-capacity

ratio.” The closer the V/C ratio gets to 1 – that is, the closer volumes get to 100% of the designed carrying capacity – the more congestion a driver is likely to experience during peak travel times. While time periods evaluated can vary from one hour to several hours, the adopted standard in the Thurston region is the two-hour peak period in late afternoon, typically from 4:00 to 6:00. Table 5.2 identifies the different levels of service and how it relates to driver comfort and traffic delays.

Table 5.2: Levels of Service		
LOS	V/C Ratio	Description
A	0.00-0.60	Highest driver comfort; free-flowing
B	0.60-0.70	High degree of driver comfort; little delay
C	0.70-0.80	Acceptable level of driver comfort; some delay
D	0.80-0.90	Some driver frustration; moderate delay
E	0.90-1.00	High level of driver frustration; high levels of delay
F	1.00+	Highest level of driver frustration; excessive delays

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

Traffic Forecast. Maps TS-2 and TS-3 illustrate the existing (2015) and forecasted (2040) LOS for the City’s primary arterials and major collectors. This information was derived from Thurston Regional Planning Council’s 2040 Regional Transportation Demand Model and reflects projected traffic volumes during the evening commute. Projections of future traffic volumes are based on regionally-adopted population and employment forecasts distributed according to locally-adopted land use plans. In 2015, the City’s arterials and major collectors had an LOS of A, meaning traffic is generally free-flowing. Traffic is expected to significantly increase between 2015 and 2040, but most street segments are expected to have an LOS of A and all are projected to have an acceptable level of service. Two roads that are likely to have a decrease in the level of service include SR 507 as it heads from the intersections with Minnesota Street and Centre Street towards Yelm, and Minnesota Street as it enters the City approaching the Tacoma Railway trestle. 133rd Avenue Southeast, which acts as a truck route bypassing the trestle, will see the most significant increases in traffic. The increase in traffic turning onto SR 507 from Centre Street and Minnesota Street highlight how key intersection improvements may be to keeping congestion under control in Rainier.

System Deficiencies and Potential Projects

- **Underperforming Intersections.** Over the 20-year planning period, the City of Rainier will work to improve the Centre Street/Binghampton Street intersection, and potentially the intersection at Minnesota Street/Binghampton Street. These are the only intersections that allow travel across both the Yelm-Tenino Trail and Binghampton Street and both intersect SR 507 in the downtown area. Both intersections are projected to perform at a Level of Service F in 2035 according to a 2013 report completed by the Thurston Regional Planning Council.

Based on studies by the City of Rainier in 2014, which considered a variety of goals for the intersections and the rest of the downtown (improving beauty, improving walkability due to the businesses and schools nearby, and improving traffic flow), the City believes the best option to balance these priorities enhancements is through the construction of a roundabout at Centre (see Figure 5.1), and potentially at Minnesota or Alaska.

Figure 5.1: Artist Rendering of Binghampton Street/Centre Street Roundabout



Source: KPG, Inc.

- **Street Connectivity.** At present, the City of Rainier has a poorly connected street network due to topographical constraints, dead end streets, and rail and trail corridors that limit road connections. These constraints funnel travelers to key points such as the Rainier Road trestle (a one-lane choke point), the Minnesota Street/Binghampton Street intersection, and the Centre Street/Binghampton Street intersection. Enhancing street connectivity will also aid in distributing local traffic through the community.

Fundamental priorities for increasing street connectivity include:

- **North/South Crossings.** Enhancing routes north and south across the Yelm-Tenino Trail and the Tacoma Rail Mountain Division railroad line. Only two routes travel north and south across both the trail and rail line: Minnesota Street and Centre Street. Minnesota Street is limited to one lane of travel in both directions. Tipsoo Loop also crosses the trail, and hits SR 507 without crossing the rail line, but no other roads provide a north/south connection through Rainier.
- **East/West Routes.** Adding routes east and west through Rainier. Only SR 507 and Tipsoo Loop offer vehicular routes that travel in an east/west manner through the community.

- **Safe School Routes.** Adding routes between the Elementary School and Middle and High School. Only SR 507 provides vehicular access between the schools.
- **North Rainier Connections.** Adding connections between Rainier Road and 133rd Avenue Southeast/Centre Street, north of the train trestle. Only 133rd Avenue Southeast offers a connection between Rainier Road and Centre Street.

Many of these connections will be installed as a result of future development. However, State and/or Federal funding should also be pursued for key improvements (see Map TS-4 and Appendix E).

The City of Rainier will strive to implement a highly connected street network inside new residential and commercial development. Such development should include highly connected street networks that connect with nearby local and through streets and/or roadways in adjacent developments. Continued development of the road network should generally avoid the use of cul-de-sacs and loop roads.

- **Downtown Streetscape.** Improvements to the Binghampton streetscape through downtown Rainier are desirable and needed. At present, the road is primarily oriented toward automobile travel with few desirable pedestrian or aesthetic amenities that support economic vitality or boost community pride. Over the 20-year planning period, the community will work with WSDOT and other transportation partners to implement the improvements included in the Downtown Sketchbook and recommended as part of the Main Street 507 project (see Figures 1.3, 5.1, and 5.2) to improve the aesthetics of the street and make the downtown more amenable to people who walk and bike. State, Federal, and other transportation funding options will be pursued by the City to help pay for these improvements.

Figure 5.2: Artist Rendering of Binghampton Streetscape Improvements



Source: KPG, Inc.

B. RAILROADS

The Tacoma Rail Mountain Division is owned by the City of Tacoma and serves the City of Rainier. The rail corridor, located just north of downtown Rainier, is a single-track freight route that sees only light use. Centre Street crosses the railroad line at grade and completely stops traffic when the line is active. Minnesota Street passes under a low railroad trestle. The crossing is a narrow one-lane road that restricts automobile travel and does not have the necessary clearances required for truck traffic.

If the rail line becomes busier in the future, the City will work with the City of Tacoma and/or the railroad's operator to identify and implement solutions that ensure north/south traffic continues to move through Rainier.

C. PEDESTRIAN TRAVEL AND AMENITIES

The extent of pedestrian amenities varies greatly throughout Rainier. Some areas such as the Wilkowski Addition Neighborhood contain a well-established system of sidewalks, with connections to the Yelm-Tenino Trail, while others such as the Mountain View Estates neighborhood contain minimal space outside of the roadway for pedestrians to travel.

Sidewalks. Existing sidewalks in Rainier are generally in good condition. However, sidewalks are not numerous and are not well connected. In the future, the City of Rainier should work to ensure that sidewalks be required for new residential and commercial development, especially along Highway 507. The City should also consider installing new sidewalks in already developed areas. Improving connections between existing sidewalk segments and the Yelm-Tenino Trail are also important. Priorities for sidewalk improvements in Rainier are shown in Map TS-5.

Yelm-Tenino Trail. A significant local and regional amenity for pedestrians, bicyclists, and other forms of non-motorized transportation, the Yelm-Tenino Trail is the backbone of the City's pedestrian facility network. The trail covers 14.5 miles from Yelm to Tenino. The Chehalis-Western Trail, a significant north-south trail directly west of the community, offers connectivity for those coming to or from Lacey, Olympia, and Tumwater. The Yelm-Tenino Trail sits on the bed of the historic Northern Pacific Prairie Line and travels through the heart of Rainier. In the future, the City anticipates building a town square, installing public art, and constructing soccer fields and play equipment on property adjacent to the trail.

The City anticipates increasing access to the trail (a County-owned and -maintained facility) from surrounding neighborhoods by establishing new sidewalks and bicycle lanes. Sidewalks and access points are shown in Map PK-3.

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

Many residents in Rainier commute to other communities for work. According to data collected by TRPC from 2011 to 2013, nearly 90% of survey respondents worked outside of the community with many traveling in their own vehicles north to Olympia or Tacoma. While these commutes do not significantly impact the roadways in Rainier, they do affect the road networks of other jurisdictions – especially facilities such as Rainier Road and SR 507. Commuting also contributes to the number of residents that are cost-burdened.

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

Transit Service. The City of Rainier is currently served by the Rural & Tribal Transit Program (RT), a program operated by TRPC and partners such as *Together!*. RT runs two routes through Rainier and offers connections to Yelm and Centralia/Tumwater. Few residents currently use the transit system.

Vanpools. Vanpools are available to residents for commute trips. Vanpools allow residents with similar origins and destinations to share a ride in a van provided by Intercity Transit or another transit agency. Intercity Transit has approximately 150 vanpool groups with origins and destinations throughout the Thurston County area. Vanpool trips must either begin or end within the transit system's Public Transportation Benefit Area. Vans travel an average of 73 miles per day (round-trip) with an average individual vanpool fare of approximately \$65 per month. Considered a premium service, vanpool riders pay most of the operating costs. The City of Rainier has two vanpools both with destinations in Tacoma. No vans currently operate between Olympia and Rainier.

Carpools. Residents also carpool to destinations outside of the community. According to data collected by TRPC between 2011 and 2013, only 3% of commute trips by Rainier residents occurred by carpool. Carpools tend to be informal in nature, though some websites link people with similar origins and destinations. Carpooling can be encouraged by providing links to rideshare websites, creating a carpool board, or creating a carpool lot.

Telework. Working from home or an office at a distance is also an option for residents in Rainier. According to the data from TRPC, few residents telework at this time.

E. FUNDING

The City of Rainier is committed to providing the best transportation system for its citizens within its existing funding capabilities. The projects listed in the six-year transportation improvement program (TIP) (see Table 5.3) represent investments that will improve the transportation system's function. These projects are also included in the Capital Improvement Program in the Capital Facilities Element. The TIP assumes that existing funding sources, including the Rural Community Support Program, State, and Federal funding opportunities will remain at the same level.

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

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

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

2017-2022 Six-Year Transportation Improvement Program. Table 5.3 and Map TS-4. illustrate the transportation-related projects Rainier anticipates pursuing in the next six years.

Table 5.3: 2017-2022 TIP (in order of priority)					
ID	Project	Anticipated Funding Source(s)			
		Local	State	Federal	Total
1	Binghampton Street (Phase 1) – construct approximately 460' of new sidewalk on the north and south sides of the street between Dakota Street and Minnesota Street.	\$33,000	\$63,500	\$151,375	\$248,208
2	Centre Street/SR 507 – replace four sidewalk ramps at the intersection of Centre Street and SR-507 with ADA compliant ramps.	\$66,667	--	--	\$66,667
3	Tipsoo Loop – phased pavement overlay of Tipsoo and Hubbard Street to SR 507.	\$60,000	\$1,140,000	--	\$1,200,000
4	Binghampton Street (Phase 2) – construct a roundabout at the intersection of SR-507/Binghampton and Centre Street.	--	\$1,500,000	--	\$1,500,000
5	3rd Street – 4" asphalt overlay with sidewalks, curbs, gutters, and storm drainage between Alaska Street and the elementary school	\$10,000	\$187,000	--	\$197,000
6	Alaska Street – 4". asphalt overlay from Binghampton Street to 3 rd Street.	\$10,000	\$137,000	--	\$147,000
7	Michigan Street – 280' of sidewalk and storm drainage improvements from Binghampton Street to the end of Michigan Street.	\$10,000	\$117,000	--	127,000\$

F. GOALS, POLICIES, AND ACTIONS

Rainier has identified the following goals related to transportation. Where the jurisdictions of unincorporated Thurston County and the City of Rainier intersect, the City encourages Thurston County to adopt those goals and policies denoted with an asterisk (*).

COMMUNITY STREETS

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

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

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

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

Policy TS 1.4: Partner with Thurston County and Thurston Regional Planning Council on projects of regional significance that are located within Rainier’s street network.

Goal TS 2: Alternate routes are available to get around and through Rainier.

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

Policy TS 2.2: Require new roadways or rights-of-way as part of new development in locations shown on Map TS-4.

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

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

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

ACTION: Improve the streetscape in downtown Rainier.

ACTION: Construct a roundabout at the intersection of Binghampton Street and Centre Street.

Policy TS 3.2: Seek funding to improve the Minnesota/Binghampton intersection.

RAILROADS

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

Policy TS 4.1: Consider measures to minimize the impact of the railroad on Rainier including placing commercial or industrial land uses near the train tracks, sound proofing as part of future construction, and considering strategies for rail noise mitigation.

PEDESTRIAN TRAVEL AND AMENITIES

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

Policy TS 5.1: Construct sidewalks and/or require development to construct sidewalks in the locations shown on Map TS-5.

Policy TS 5.2: Require sidewalks along streets in residential and commercial developments.

Policy TS 5.3: Establish neighborhood pathways to improve access to the Yelm-Tenino Trail.

Policy TS 5.4: Improve pedestrian safety and comfort on SR 507 crossings and sidewalks.

TRANSIT SERVICE, ALTERNATIVE TRAVEL MODES, AND TRANSPORTATION DEMAND MANAGEMENT

***Goal TS 6: Rural & Tribal Transportation ridership by Rainier and area residents is robust and strong.**

****Policy TS 6.1:*** Collaborate with Thurston Regional Planning Council and Thurston County to ensure that RT receives continued funding for operations and is adequately funded into the future.

Policy TS 6.2: Explore options for constructing a transfer station in Rainier for RT riders.

****Policy TS 6.3:*** Continue to inform residents about available bus routes.

****Policy TS 6.4:*** Continue to advocate for increased bus service to the Rainier area.

****Policy TS 6.5:*** Work with RT to ensure that low-income residents are well served by the system.

Goal TS 7: Promote carpooling and vanpooling among Rainier residents.

Policy TS 7.1: Partner with a community business or organization to utilize their parking lot/vacant land as a park and ride or park and pool facility.

Policy TS 7.2: Distribute information about existing vanpool and carpool resources to encourage more shared trips.

Goal TS 8.3: Rainier residents take advantage of opportunities to telework.

FUNDING

Goal TS 9: Rainier anticipates needed transportation improvements and plans accordingly.

Policy TS 9.1: Attempt to secure adequate long-term funding sources for transportation through a variety of methods.

Policy TS 9.2: Ensure any transportation improvements or strategies that require impact mitigation are constructed and/or financed concurrently with development. This means that the necessary project will either be constructed at the time of development, or sufficient financial commitment will be available to ensure it will be constructed within six years.

Policy TS 9.3: Adopt a concurrency management program to ensure that the impacts of development on infrastructure are sufficiently addressed.

Policy TS 9.4: Require developers to contribute their fair share toward transportation improvements needed to mitigate the impacts of their development.

Policy TS 9.5: Where deemed appropriate by the City Council, enter into latecomer agreements where substantial investments by one party may be legitimately reimbursed by others.

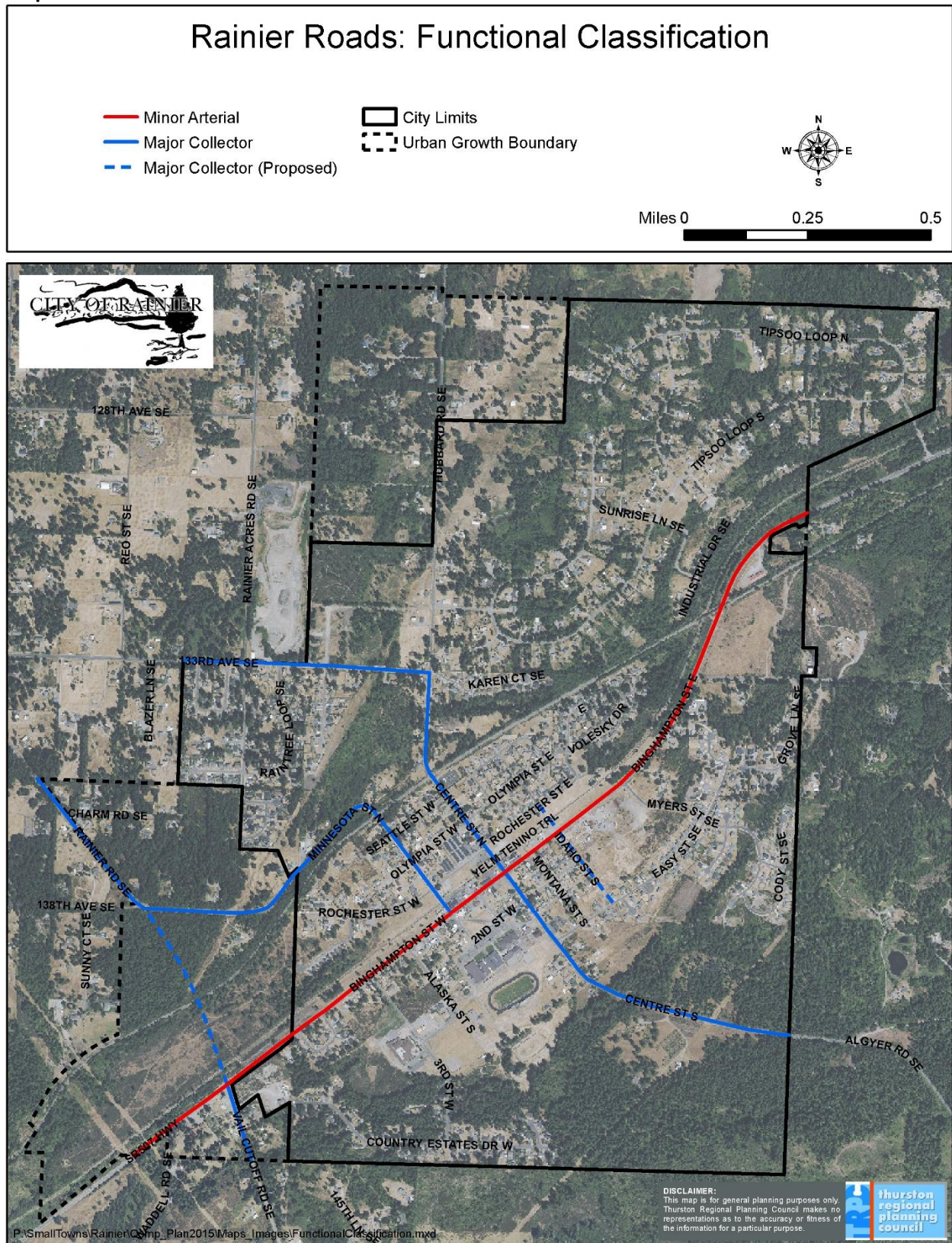
Policy TS 9.6: When necessary, adapt plans, policies, and projects if probable funding falls short of expectations.

***Goal TS 10: Rainier partners with neighboring cities, Thurston County, Washington State, and other transportation providers to provide a holistic multi-modal transportation system.**

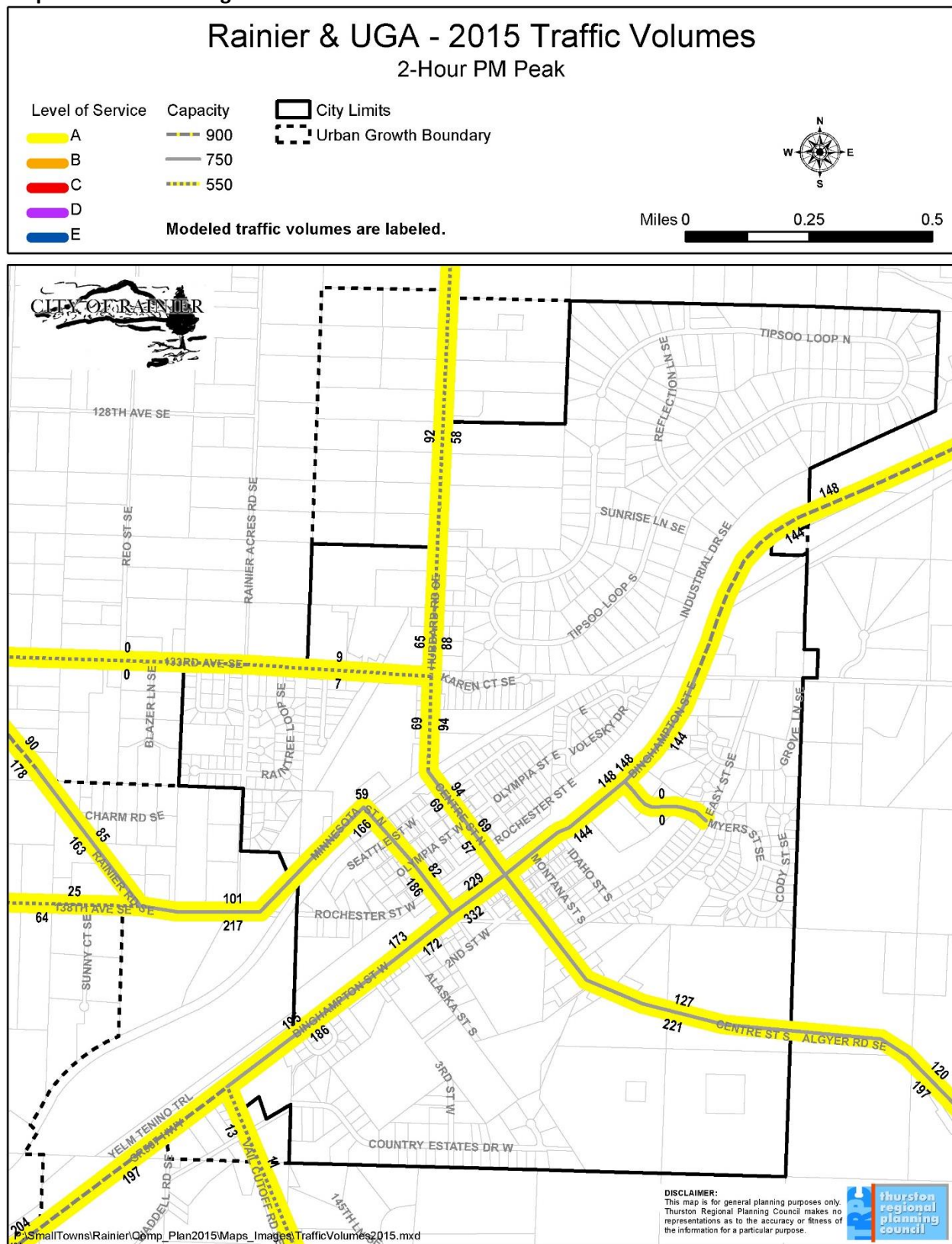
****Policy TS 10.1:*** Work with other jurisdictions to plan, fund, and implement multi-jurisdictional projects necessary to meet shared transportation needs.

****Policy TS 10.2:*** Thurston County's Capital Facilities Plan and any applicable levels of service shall govern in the unincorporated UGA.

Map TS-1: Functional Classification



Map TS-2: 2015 Existing Traffic Volumes



Rainier & UGA - 2040 Traffic Volumes
2-Hour PM Peak

Level of Service
 A (Yellow)
 B (Orange)
 C (Red)
 D (Purple)
 E (Blue)

Capacity
 900 (Solid line)
 750 (Dashed line)
 550 (Dotted line)

City Limits
 Solid black line
Urban Growth Boundary
 Dashed black line

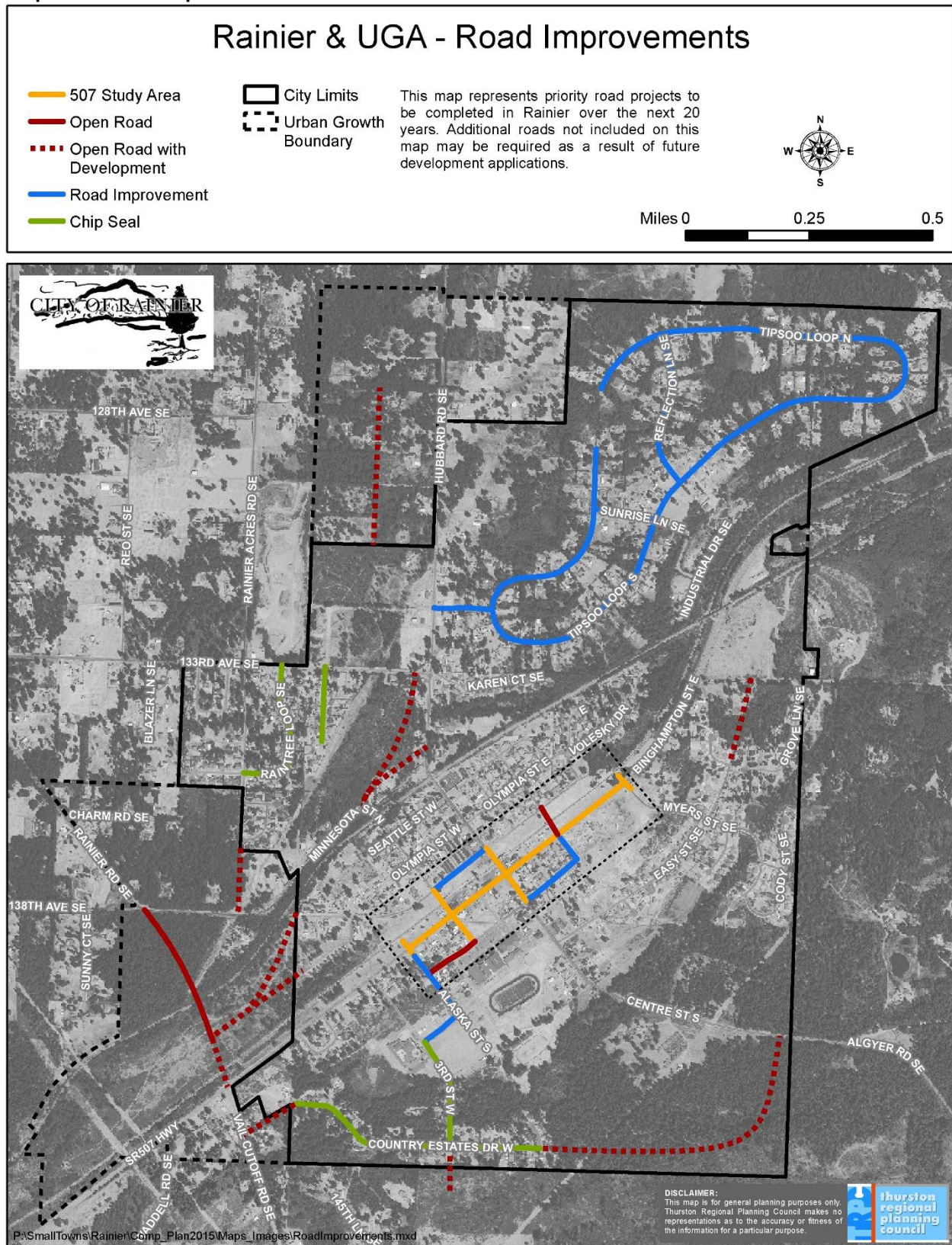
Modeled traffic volumes are labeled.

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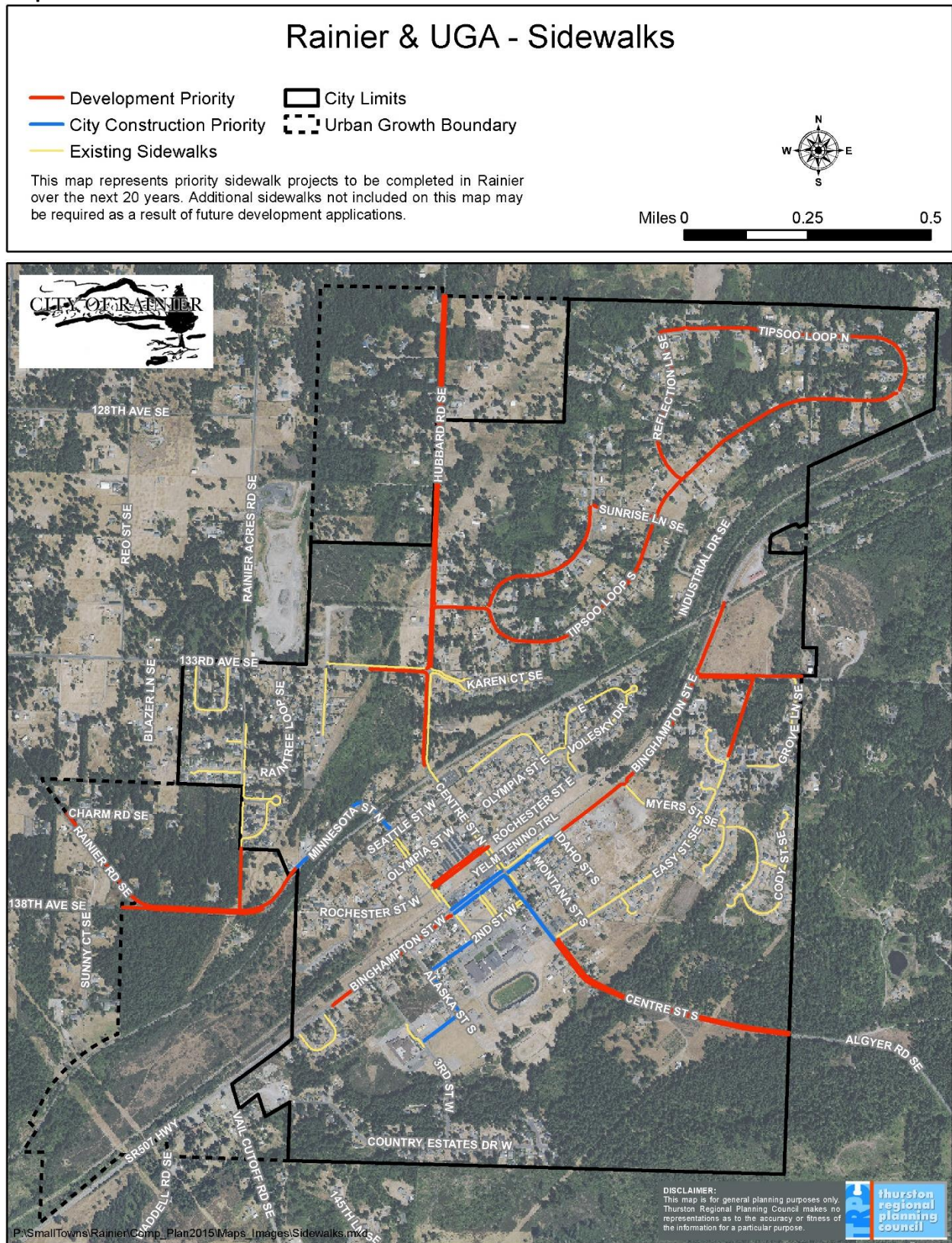
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 This map is for general planning purposes only. Thurston Regional Planning Council makes no representations as to the accuracy or fitness of the information for a particular purpose.

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Map TS-4: Road Improvements



Map TS-5: Sidewalks



CHAPTER 6. CAPITAL FACILITIES

In order to comply with state laws, maintain and improve City services and accommodate orderly growth, the City of Rainier anticipates significant investment in capital facilities over the next several years. A number of issues however, will make this necessary investment difficult. This plan is intended to identify anticipated capital facility costs over the next 20 years, and begin to chart a course towards the successful development and maintenance of the community's facilities.

Community streets and pedestrian facilities are generally addressed as part of Chapter 5, Transportation; however, transportation-related projects are also identified in the 6-year Capital Improvement Program contained in this chapter (see Table 6.7).

A. COMMUNITY BUILDINGS AND EQUIPMENT

City-Owned Buildings. The age of existing City-owned buildings and their value are presented in Table 6.1. Many of the structures owned by the City of Rainier, such as the booster stations, well houses, corrosion control facility, kennel, and the concession stand are extremely small (ranging in size from 40 square feet to 400 square feet) and are mentioned here as a means to catalogue the facilities. Many of the buildings are relatively new and are in good condition, with only minor upgrades necessary over the next 20 years.

Anticipated projects during the 20-year planning period include the following:

- **Main Booster Station.** Expanding the main booster station at the Public Works compound will provide Public Works staff additional space when repairing leaks and/or switching pumps. A new roof and interior and exterior paint for the structure will also be required in the next 20 years.
- **Wells Houses.** The well houses will need new paint and roofs in the next five years.
- **Public Works Building 2.** If the need for greater space arises, an addition housing new offices, restrooms, and a kitchen will be considered.
- **New City Hall.** The new facility is envisioned to be sited on or near its current location on City-owned land, and is intended to help to anchor future development around the Town Square envisioned as part of the Parks Chapter. Potential funds to help pay for the new City Hall could come as part of the proceeds of the sale of the land for development, or other sources.
- **Painting Rainier School/Zion Evangelical Church.** The building is on the Washington State list of historic places and is an icon in Rainier. The church would benefit from having fresh paint on the exterior, but is generally in good condition otherwise.
- **Concession/Restroom.** Interior improvements and exterior paint will be needed for the concession and restroom building in the next five years.

Table 6.1: City Building Inventory		
Data	Year Built	Value
Rainier School/Zion Evangelical Church	1896	\$184,012
City Hall	1990	\$229,756
Public Works Building 1	1998	\$258,481
Public Works Building 2	2003	\$73,391
Booster Station (Main) – Public Works Shop	1960s/1980s	--
Booster Station (Fire flow) – Public Works Shop	2012	\$100,000
Booster Station – Myers Street	2012	\$150,000
Well House 1	-	--
Well House 2	-	--
Well House 3 and 6	-	\$2,648
Well House 4	1986	\$5,000
Well House 5	-	--
Corrosion Control Facility	2000	\$383,220
Concession/Restroom	-	\$20,000
Kennel	-	--

Source: Association of Washington Cities Risk Management Service Agency Report for Rainier, Rainier Public Works Staff

Buildings Owned by Other Agencies. In addition to the structures listed previously, the following public agencies have buildings in the City of Rainier.

- Fire Protection and Emergency Medical Services.** The Southeast Thurston Fire Authority provides fire protection and emergency medical services to the City of Rainier. The fire authority is a consolidated district consisting of Yelm Fire District 2 and Rainier Fire District 4. The fire authority serves 85 square miles in the Rainier and Yelm area and has six stations including three in Yelm, one just inside Rainier city limits, a station at Vail, and a station at McIntosh Lake. Fire Station 24, the facility located just inside Rainier, is a 1,750 square foot single-story building constructed in 2006 that houses an engine company and a brush truck. Living quarters for company personnel are also located in a modular structure behind the building.

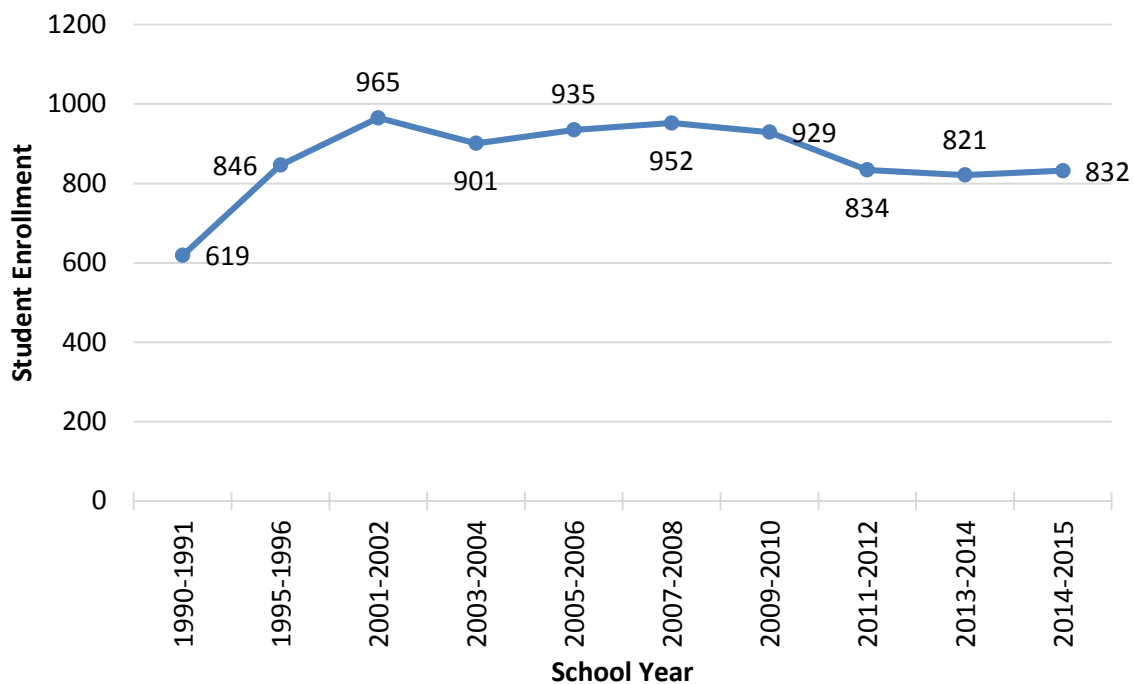
As the population of Rainier grows it is safe to assume that requests for additional emergency medical services and fire support will increase. Planning for this additional service and needed apparatus is not the responsibility of the City of Rainier, though the cost of providing additional emergency services will clearly impact the City and its residents.

- Rainier Schools.** The Rainier School District serves the City of Rainier and the surrounding unincorporated Urban Growth Area (UGA). The district draws students from an area significantly larger than the UGA, and has an elementary school (grades K-6), middle school (grades 7-8) and high school (grades 9-12).

School enrollment has generally declined since the 2000-2001 school year. (see Figure 6.1). However, the 2014-2015 school year saw a slight increase in the number of students. The population the Rainier School District serves is expected to more than double from approximately

5,160 households in 2014 to 13,800 households in 2040 (see Table 6.2); this will affect enrollment in Rainier schools.

Figure 6.1: Rainier School District, Student Enrollment, 1990-2015



Source: TRPC, *The Profile*, 2015.

Table 6.2: Population Forecast for Rainier School District, 2010 – 2040

2010	2015	2020	2025	2030	2035	2040
5,060	5,260	6,500	8,600	10,660	12,130	13,800

Source: TRPC, *Small Area Population Estimates and Population and Employment Forecast Work Program*, 2014.

Rainier School District facilities are generally in sound condition and places the district in a good position to accommodate additional students anticipated in the next 20 years. The district successfully passed a general obligation bond that funded the complete remodeling of the Rainier Elementary and Middle Schools, as well as portions of the High School, in 2007, and the 2015 bond for funding schools also passed.

The district plans to remodel the historic Rainier Schoolhouse to increase space for new students, house district administrative offices, and serve as an area base for the Thurston County Sheriff. Beyond this significant project, the only other foreseeable improvement to structures in the district is a new heating and air conditioning system for parts of Rainier High School.

B. CITY EQUIPMENT

The City of Rainier owns a variety of equipment for city operations. Existing equipment is summarized in Table 6.3. Over the next 20 years, the City anticipates acquiring a new slope mower, a street sweeper, and, as the need arises, new trucks and other equipment.

Table 6.3: Equipment Inventory

Equipment	Year
Massey Ferguson Slope Mower	1979
Ford 1-Ton Dump	1998
Ford Explorer	1999
Cat 420D	2003
Ford R-250 with Snow Plow	2003
Ford Ranger	2006
Ford 350 1 Ton Dump/Sander/Plow	2009
Kubota B3030 Tractor/Loader	2010

Source: Rainier Public Works Department

Rainier also owns a number of generators that are essential for city functions (see Table 6.4). The City will monitor the state of these generators to determine if and when new equipment is necessary. The generator serving Well House 3 and 6 is the oldest and may need to be replaced in the next six years. The generator has few total hours of use, but is nearly 15 years old.

Table 6.4: Generator Inventory

Public Works Building 1
Booster Station (Main) – Public Works Complex
Booster Station (Fire Flow) – Public Works Complex
Booster Station – Myers Street
Well House 3 and 6
City Hall

Source: Rainier Public Works Department

C. STORMWATER MANAGEMENT

The City of Rainier has few public stormwater management facilities. Stormwater treatment is typically addressed on a site-by-site basis with each development having its own stormwater facilities. Rainier's soils are highly porous and allows effective infiltration in most cases. However, the soils' porosity also allows pollutants carried by runoff from roads, parking lots, to infiltrate into the ground. This has the potential to impact Rainier's drinking water.

The community is not currently subject to the requirements of the National Pollutant Discharge Elimination System, a federal permit system based in the Federal Clean Water Act, but recognizes the importance of stormwater treatment and the possibility that future permitting may be impacted by expansions of the national permit.

Level of Service. All new housing and commercial developments and major remodels in the City of Rainier are required to meet the 2009 Thurston County Drainage Design and Erosion Control Manual or any subsequent versions of the document.

Proposed Projects and Sources of Funding. The City of Rainier will require future developments to install stormwater facilities in accordance with City standards. The City will also consider stormwater enhancements in the design and construction of new or existing streets and parking lots. Stormwater improvements included within a street project will be financed out of the funding received for the roadway improvement.

D. WATER SYSTEM

As of 2009, the City of Rainier water system serves 686 connections in the City and 23 homes in the UGA. The City has water rights for 318.7 acre-feet (103,848,580 gallons) per year. Existing water rights are approved by the Department of Health to serve approximately 1,563 equivalent residential units (ERUs). An ERU represents the average amount of water used by a single-family dwelling. The measurement permits the comparison between commercial and multi-family water usage to that of a typical detached single-family dwelling. For a complete description of the water system, please see the Comprehensive Water System Plan, adopted herein by reference. Map CF-1 shows the location of existing water infrastructure including wells, lines, reservoirs, and booster pump stations.

As discussed in Chapter 4 of this Plan, the number of dwelling units in Rainier is anticipated to almost double over the 20-year planning period, exceeding the City's existing water rights. This will impact the City's growth.

System Characteristics and Deficiencies

- **Water Source.** The City of Rainier currently owns and operates six wells. Wells 3, 4, and 6 are in good condition and are used regularly. Wells 1 and 2 are used only in the case of an emergency and Well 5 is used only for irrigation. Table 6.5 provides information about the sources of water present in the City.
- **Water Storage.** Rainier has three water reservoirs that store water and help provide needed water pressure to some areas of the City. Characteristics of the reservoirs are presented in Table 6.6. These reservoirs are generally considered to be in good condition and are anticipated to provide sufficient storage capacity until at least 2025.
- **Water Distribution.** The water distribution system consists primarily of polyvinyl chloride (PVC) and asbestos cement (AC) pipe with 12-inch mains, and lines of 10, 8, 6, 4, and 2 inches. Service lines are 2 inches, 1.5 inch, and 1 inch in size.

Over the next 20 years, the city will work to remedy the following deficiencies in the water distribution system:

- **Lost/Unaccounted Water.** From 2007 to 2009, 26.3% of the water pumped by the City of Rainier was lost or unaccounted-for. The City will continue to work on annual leak detection, leak repair, routine service meter replacement, and improved water use accounting to help reduce unaccounted-for water.

Table 6.5: Well Characteristics						
Key: bgs = below ground surface gpm = gallons per minute ac-ft/yr = acre-feet per year						
Well No.	Year Drilled	Depth Drilled, Feet bgs	Water Rights Rates		Current Operating Capacity (gpm)	Treatment
			Instantaneous (gpm)	Primary Annual (ac-ft/yr)		
1	1920	120	50	80.6 ¹	50	None
2	1920	120	50	80.6 ¹	50	None
3	1970	135 ³	200	50 ²	200	pH Adjustment for Corrosion Control, if Necessary
4	1975	305	50	72	50	None
5	1910	186	40	30	Unknown	None
6	1995	250 ³	200	5.5	200	pH Adjustment for Corrosion Control, if Necessary

¹ Water right does not specify annual amount. Total is the maximum amount possible for the claim is based on continuous pumping at the claimed pumping rate of 50 gpm.

² Water right has 110 acre-feet per year supplemental to primary right. See the City of Rainier Comprehensive Water System Plan for further details.

³ Although Wells 3 and 6 are only 40 feet apart, the wells tap into two different sources of water; Well 3 taps into a relatively shallow aquifer while Well 6 taps into a deeper source of water.

Source: City of Rainier Comprehensive Water System Plan prepared by Gray & Osborne, Inc.

Table 6.6: Rainier Reservoir Characteristics					
Reservoir Number	Year Installed	Material	Nominal Volume (gallons)	Gross Volume (gallons)	Height (feet)
	1920s				
1	1985: Rehabilitation 2003: Seismic Upgrade	Welded steel	100,000	124,600	53
2	1988	Cast-in-place concrete	300,000	250,000	56
3	2011	Cast-in-place concrete	124,600	296,200	50

Source: City of Rainier Comprehensive Water System Plan prepared by Gray & Osborne, Inc.

- **Insufficient Fire Flow.** Some areas of Rainier have insufficient fire flow. These areas will require water main improvements over the 20-year planning horizon. Developers will primarily be responsible for making needed improvements.
- **Booster Stations.** The City of Rainier operates three booster pump stations. These stations ensure sufficient water pressure is available during times of standard water use and peak fire events to the areas of the City that are higher in elevation.

Two of the booster stations were constructed after 2000 and are not anticipated to require significant upgrades over the next 20 years, but the third station likely will. The booster pump station is approximately 120 square feet in size and contains pipes, pumps, and tanks that must

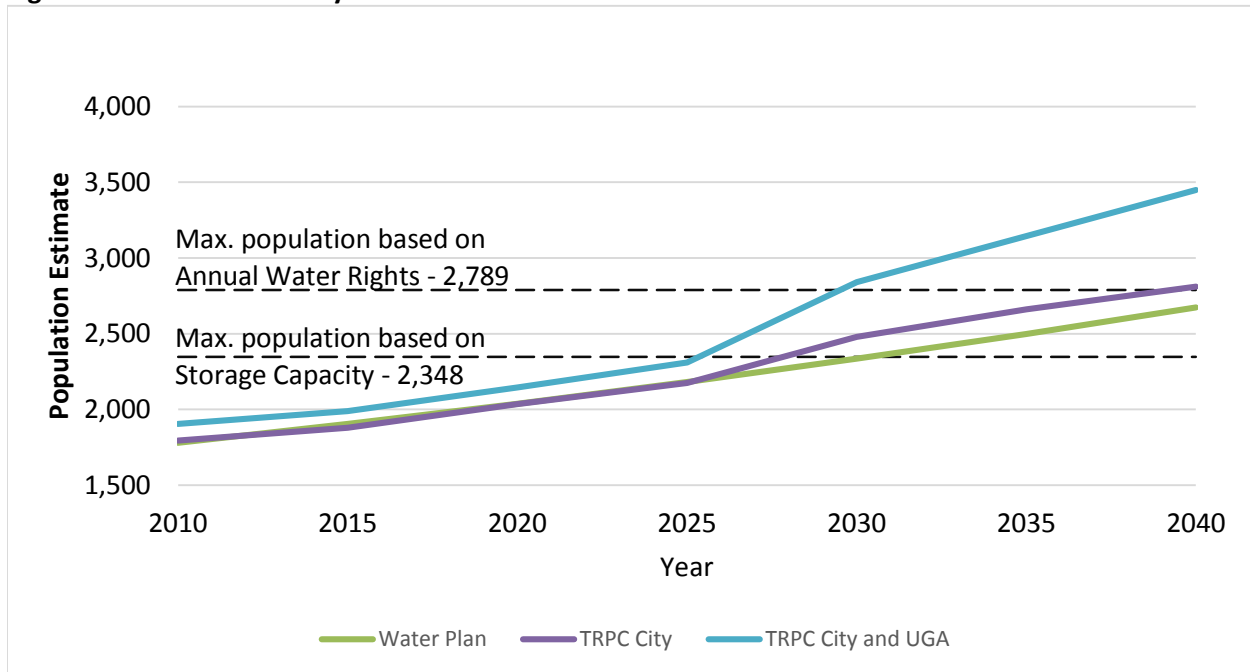
be climbed to service any of the facilities. The City of Rainier will work to expand the facility to provide additional space so that identifying leaks and/or repairing failed pumps may be more easily accomplished. A new roof will also be needed.

Projected Water Demand. Figure 6.2 shows the relationship between Rainier’s projected population and its annual water rights. Based on water usage rates, the City has enough water to serve a population of 2,789. Rainier’s Water Plan assumes a constant rate of population change and an average water use rate of 103 gallons per capita. TRPC’s population forecast does not assume a constant rate of population change but factors in a number of things including when sewer service is likely to be available.

Rainier is located within the Deschutes Watershed (Water Resource Inventory Area 33). According to the Washington State Department of Ecology, the Deschutes watershed “is one of the most intensely farmed basins in Western Washington” and “[m]uch of the water has already been spoken for.” (Ecology Publication Number 11-11-018).

Based on the City’s and TRPC’s projections, Rainier should have enough water to meet demand until about 2025. The City will monitor water use, population growth and the proportion of lost or unaccounted-for water to evaluate the need for additional water storage and rights. The City will work with the Washington State Department of Ecology to identify solutions to future problems regarding Rainier’s water supply. First and foremost, however, the City will pursue system improvements that reduce water leakage. If the City is able to reduce its distribution system leakage rate by 10%, water demand projections could be reduced by approximately 18%.

Figure 6.2: Rainier Water System Limitations



Source: Comprehensive Water System Plan and TRPC, The Profile, 2015.

Level of Service. Level of service standards for the water system are presented within the Comprehensive Water System Plan for the City of Rainier, adopted herein by reference, and the City of Rainier Municipal Code.

Proposed Projects and Sources of Funding.

- **Main Improvements to Meet Fire Flow Standards.** Over the next 20 years, the City of Rainier will seek to improve mains throughout the water system to enhance fire flow. Development projects are anticipated to be located on or near Binghampton Street, 133rd Avenue, Charm Lane, Hubbard Road, and through the commercial portion of Trotter Downs. Project locations are shown on Map CF-2. Funding options and the complete project list are provided within the Six-Year Capital Improvement Program, located at the end of this chapter.
- **Improvements Necessary for New Development.** New development will require additional main and service lines; developers will be required to install these improvements as part of the approval process.
- **Booster Station Enhancements.** The City of Rainier will work to expand the booster station serving the north part of the community. The expansion will improve safety and ease of maintaining pipes and pumps within the facility.
- **Distribution System Leakage.** The City of Rainier will seek to reduce distribution system leakage and water that is unaccounted-for within the system. This project is a high priority of the City of Rainier, and the City will continue to monitor progress towards this goal.

Water Supply Conservation. The City of Rainier will promote water conservation as a means to increase the population that may be served by current water rights. Potential water conservation measures are discussed below.

- **Include consumption history on water bills.** Showing the increase or decrease in water use allows customers to track their water use and take steps towards conservation.
- **Reduce the amount of water that is unaccounted for or unmetered.** Accurately showing a customer's water use can encourage a reduction in use. The City currently believes that a significant amount of water is lost through distribution system leakage or is simply unaccounted-for. Improving the accounting of existing water use would better monitor available water supplies and uses.
- **Establish water rates to encourage conservation.** Setting water rates to reflect the amount of water used encourages conservation. The City has committed to incrementally increasing rates to promote decreased water consumption.
- **Reduce system loss.** Identifying and fixing leaks helps eliminate water loss and reduces overall operation costs. The City has established a leak detection and control program to identify needed repairs.
- **Reduce system pressure.** Installing pressure-reducing valves in areas of high pressure reduces the amount of flow through plumbing fixtures and decreases overall use.

- **Retrofit existing residential and commercial buildings.** Installing water saving devices, such as toilet dams, toilet tank leak detection dye, showerhead flow restrictors, faucet aerators, etc., helps to reduce water consumption.
- **Create incentives for new construction.** Establishing incentives for efficiency in new construction encourages less water use.
- **Encourage low-water use landscapes.** Installing landscapes with low watering needs helps reduce the need for watering during peak summer periods.
- **Increasing public education about water use.** Distributing information through mailings, as part of school programs, at demonstration projects, or at workshops assists in communicating the importance of water conservation. Literature is available from the Department of Health and the Department of Ecology.

E. WASTEWATER TREATMENT

Septic systems treat all of the wastewater in the City of Rainier. These systems typically consist of a septic tank and subsurface absorption system (i.e. a drainfield, a sump, or both). The septic tank separates the solid and liquid portions of the waste stream; stores solid portions of the waste; and provides an environment for anaerobic decomposition of the solids. Liquid effluent passes from the septic tank to the subsurface absorption system where, under ideal circumstances, it is absorbed and treated within the soil column.

System Characteristics and Deficiencies. When on-site septic systems are properly designed and constructed, installed in adequate soils, and used at low development densities, the systems are a satisfactory solution for sewage disposal. However, if they are improperly designed or constructed, installed in inadequate soils, or used at high development densities, septic systems can impact the quality of surface and groundwater sources and adversely affect public health. These and other drawbacks are key reasons that the City is exploring centralized wastewater treatment.

- **Pervious Soils and Rainier's Drinking Water.** The City of Rainier has extremely pervious soils overlaying the aquifer that provides the City's drinking water. The community is located almost entirely within an Extreme Critical Aquifer Recharge Area. Improperly designed, constructed, or maintained septic systems can impact the quality of the City's drinking water.
- **Restricted Development Options.** Reliance on septic systems discourages business and residential development in Rainier. The Washington State Board of Health and Thurston County Board of Health have established standards for the maximum amount of septic effluent that is allowed on a development site. These standards allow 2-3.5 dwelling units per acre (or an equivalent commercial use) so long as the use has public water, the soils are unsaturated, and the soils are at least moderately permeable.

The permitted densities per the Boards of Health are well below what is typically considered an urban density and make it especially difficult for commercial uses to locate in Rainier. Most nonresidential development constructed on a septic system requires large sites to accommodate the septic system, drainfield, and reserve field in addition to buildings and parking facilities. Restaurants must also install a pre-treatment for the septic system at additional cost. Within Rainier's downtown business district, disposal areas for existing on-site sewage systems are

limited, and replacement areas are virtually non-existent. Market conditions and other utility issues have hindered the development of areas where larger development sites are possible.

Wastewater Treatment. To address these wastewater issues, the City of Rainier prepared a Wastewater Facility Plan in 2015 that considers potential options for the construction of a sewer collection and treatment system. Within the plan, a variety of treatment plant and collection systems are considered, with each targeted to serve a particular segment of the community. The three primary service areas that the plan analyzes includes the downtown area (with a Large On-Site Sewer (LOSS) system); the Phase 1 area (an area a little larger than the downtown); and the entire City and UGA.

The preferred alternative for each of the alternatives leans towards a grinder pump-based collection system that macerates solids and adds pressure to move materials through the lines. This would be combined with an Extended Aeration package plant for the smaller service areas and an oxidation ditch for the entire City and UGA. The estimated cost of the system ranges from \$8.9 million for the LOSS system to \$29.5 million for a system serving the entire City and UGA. Potential costs for customers (in addition to a \$7,000 service connection charge), would range anywhere from \$60 per month to over \$206. The majority of customers would likely be charged \$120 to \$160 per month.

Level of Service Standards. The following are level of service standards for wastewater treatment in the City of Rainier.

- **Septic Standards.** All housing and commercial developments constructed on septic systems are required to meet Thurston County Environmental Health Regulations. Clustering is required in accordance with City of Rainier standards to ensure that the development is efficiently served by public facilities and can be further divided when sewer becomes available. New homes and businesses are required to have a valve box at the property line to enable a STEP or grinder pump to be connected to individual systems in the future.
- **Sewer Standards.** All housing and commercial developments constructed on a sewer system are required to meet the standards articulated in the Wastewater Facility Plan for the City of Rainier.

Proposed Projects and Sources of Funding. A centralized wastewater treatment system will be expensive and difficult for the City of Rainier to construct. However, the City realizes that a sewer system is the best way to protect the city's water supply in the long-term, and new businesses are unlikely to locate in Rainier so long as sewer is not available. In light of these factors, the primary capital facility project associated with wastewater treatment over the next 20 years is the construction of a sewer treatment facility. Two potential options for this project, as well as potential funding mechanisms are presented in the Six-Year Capital Improvement Program.

F. GOALS, POLICIES, AND ACTIONS

Goals and policies related to pedestrian amenities and City streets are found in Chapter 5, Transportation of this Plan. The following are goals and policies the City of Rainier has for capital facilities. Where the jurisdictions of unincorporated Thurston County and the City of Rainier intersect, the City encourages Thurston County to adopt those goals and policies denoted with an asterisk (*).

CAPITAL FACILITIES – GENERALLY

***Expansion and location of public facilities are coordinated and timed to meet present and future demand.**

Policy CF 1.1: Require new development to assume the costs of providing on-site public facilities and services such as road improvements, sidewalks, street lights, connection to water mains, and connection to sewer mains.

Policy CF 1.2: Pursue outside sources of funding when available and appropriate to fund major capital improvements.

***Policy CF 1.3:** To ensure efficient transition to City ownership, require new development located in Rainier’s UGA and connected to community water or sewer systems build water and other public facility systems to city standards.

***ACTION:** Work together (as City and County) to ensure common standards are developed and employed during the permit review process.

Goal CF 2: The Capital Facilities Plan is consistent with the priorities of the City Council.

Policy CF 2.1: Regularly update the Capital Facilities Plan to reflect the priorities of the City Council.

Policy CF 2.2: Fund projects only when they are incorporated into the city budget, as adopted by the City Council.

Policy CF 2.3: Ensure that all city departments participate in and review changes to the Capital Facilities Plan.

Goal CF 3: Public facilities and services are developed in a manner that directs and controls land use patterns and intensities.

Policy CF 3.1: Allow new development only when and where public facilities are adequate and does not reduce the level of service elsewhere.

Policy CF 3.2: Where adequate facilities are unavailable and public funds are not committed to provide them, require developers to provide facilities at their own expense in order to develop.

Policy CF 3.3: Ensure that development proposals are reviewed by service providers to determine the available capacity of existing facilities and system improvements. Service providers may include the school district, the fire district, the sheriff or relevant policing authority, the Washington Department of Transportation, and Public Works.

Policy CF 3.4: Ensure new or expanded capital facilities are compatible with surrounding land uses and have a minimal impact on the natural and built environment.

Policy CF 3.5: Reassess the Capital Facilities Plan and other chapters of the Comprehensive Plan to ensure consistency if probable funding falls short of meeting existing needs.

Policy CF 3.6: Prepare an Impact Fee Study or development mitigation plan to ensure facilities such as schools, streets and parks are adequate.

Policy CF 3.7: Rely on the Rainier School District's Capital Facilities Plan to implement impact fees prior to permitting new dwelling units.

Policy CF 3.8: Ensure both existing and future development pays for the costs of needed capital improvements.

COMMUNITY BUILDINGS

Goal CF 4: Rainier's buildings are well-maintained and adequate funding is available to make needed improvements.

Policy CF 4.1: Budget for necessary improvements to community buildings.

Policy CF 4.2: Establish reasonable maintenance budgets to extend the useful life of community facilities.

Policy CF 4.3: Identify and seek outside funding for necessary improvements.

Policy CF 4.4: Communicate to the public the true cost of community facilities.

CITY EQUIPMENT

Goal CF 5: Rainier makes cost-effective decisions related to City equipment.

Policy CF 5.1: Create and maintain a database that tracks the useful life and replacement costs for all city equipment.

Policy CF 5.2: Where practical and feasible, establish agreements with other entities – such as cities, schools, fire authorities, and for-profits – to share necessary equipment.

STORMWATER MANAGEMENT

Goal CF 6: Flooding in the City and pollution associated with stormwater runoff is minimized, thereby further protecting Rainier's drinking water from contamination.

Policy CF 6.1: Require all new development to meet City of Rainier stormwater treatment standards.

Policy CF 6.2: Continue to incorporate Best Management Practices for stormwater as part of street projects, in accordance with the Thurston County Drainage Design and Erosion Control Manual.

Policy CF 6.3: Preserve wetlands in accordance with the Rainier Critical Areas Ordinance as a means of storing and filtering stormwater.

WATER SYSTEM

Goal CF 7: Rainier has sufficient water rights to accommodate the community's projected population growth.

Policy CF 7.1: As the need for increased capacity and fire protection arises, seek water rights and construct additional wells.

Goal CF 8: Rainier maintains a high-quality of drinking water.

Policy CF 8.1: Continue to implement Rainier's wellhead protection plan as a means to preserve the community's drinking water supply.

Policy CF 8.2: Pursue developing a wastewater treatment system to limit contamination of the water supply due to improperly functioning septic systems.

Goal CF 9: Rainier's water system has enhanced fire flows that make the community safer.

Policy CF 9.1: Require private developers to extend and/or loop water lines when the water lines primarily benefit their property.

Policy CF 9.2: Utilize latecomer agreements where substantial investments in the water system are made by one party and may be legitimately reimbursed by others.

Policy CF 9.2: Construct new water lines and/or loops in areas that will enhance the performance of the existing water system and will not likely be constructed as part of future development.

WASTEWATER TREATMENT

Goal CF 10: Septic systems function properly and do not pollute the City's source of drinking water.

Policy CF 10.1: Proactively address known septic issues.

Policy CF 10.2: Consider the creation of a septic system management area that requires septic systems to be checked every three years.

Goal CF 11: Rainier has cost-effective sewer service.

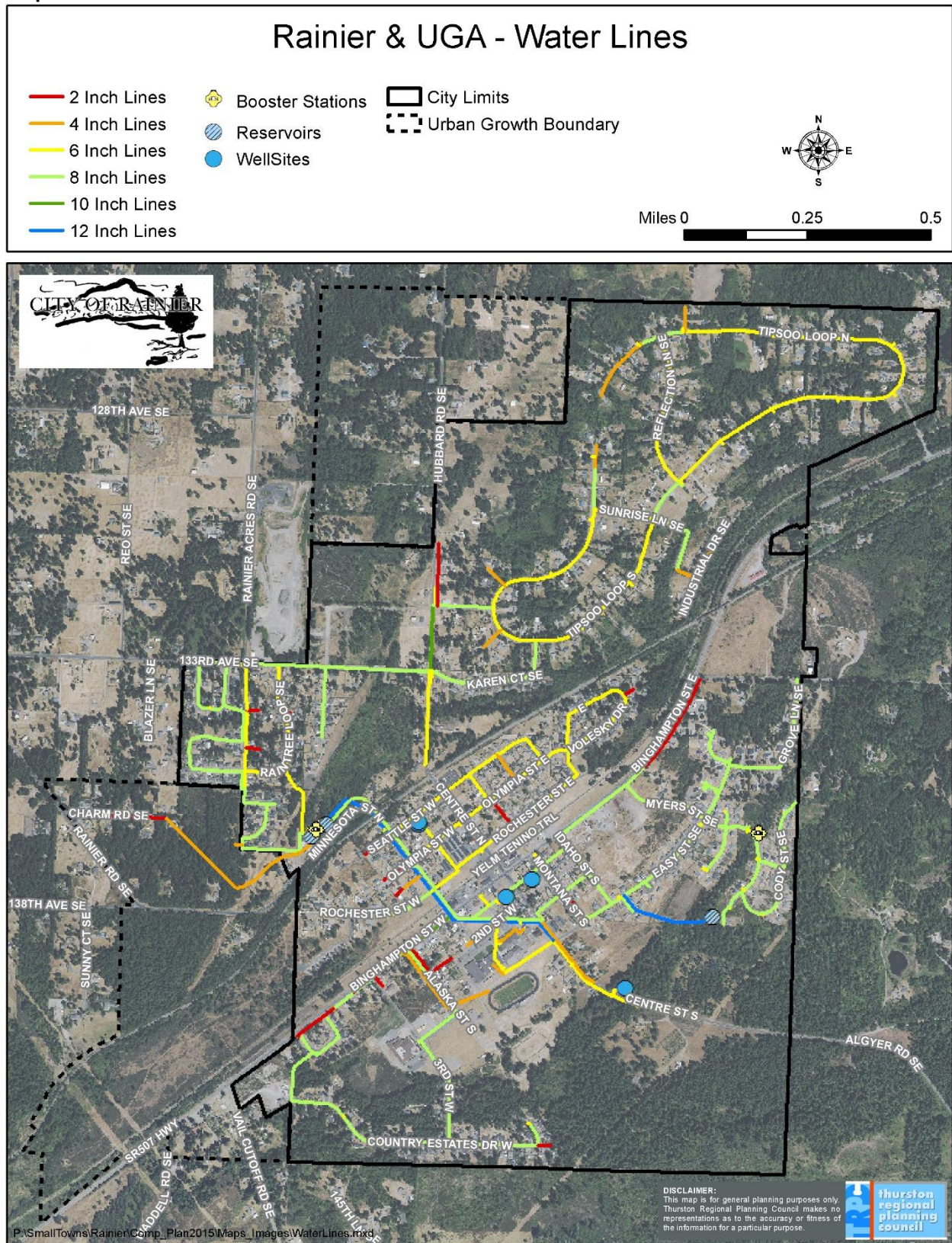
Policy CF 11.1: Seek to implement the Sewer Facility Plan.

Policy CF 11.2: Keep costs of any sewer treatment system reasonable for ratepayers to the greatest extent possible.

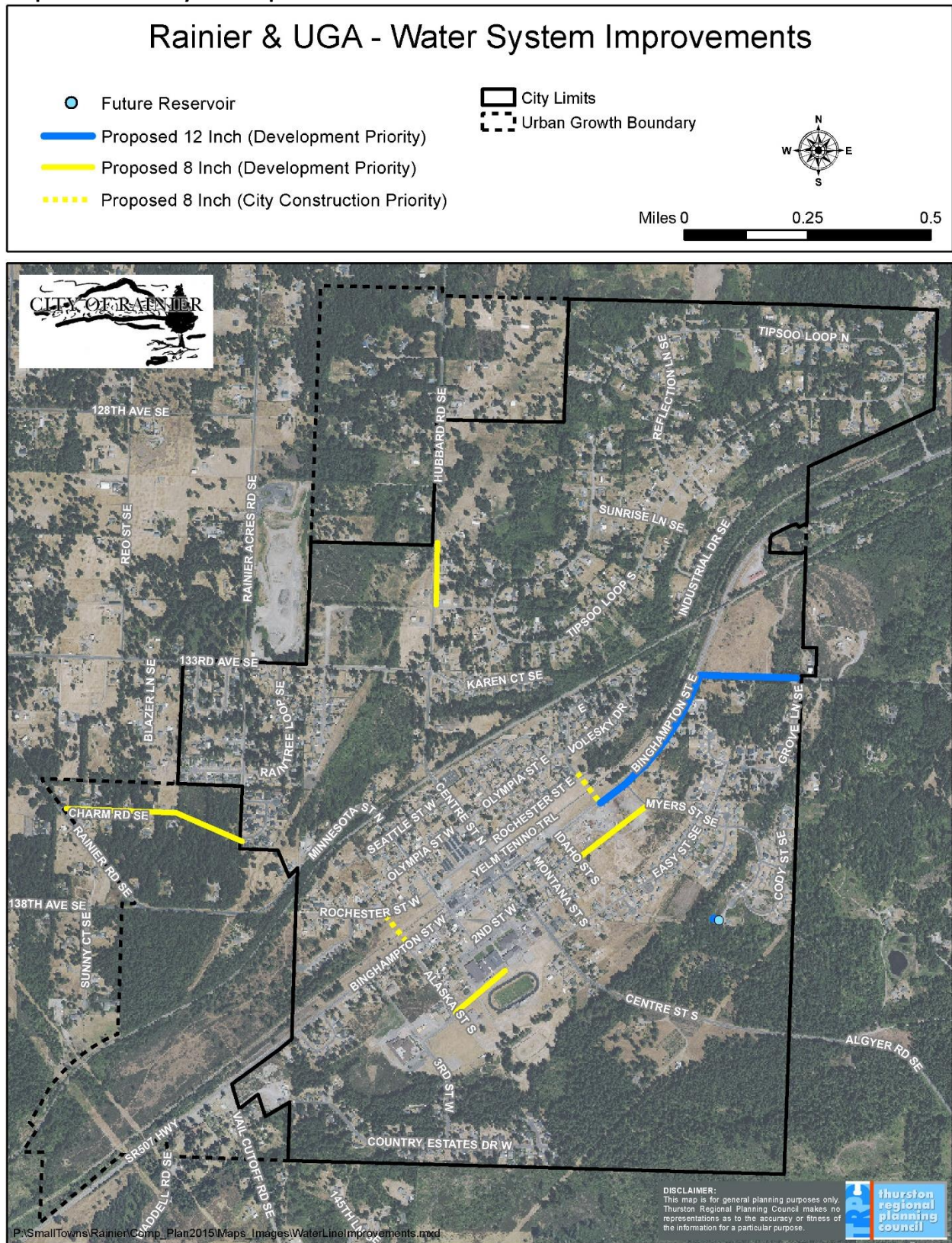
Policy CF 11.3: Prior to the availability of sewer service, ensure that subdivisions built on septic systems are designed to facilitate future conversion to sewer treatment.

Policy CF 11.4: Utilize latecomer agreements where substantial investments in the wastewater system are made by one party and may be legitimately reimbursed by others.

Map CF-1: Rainier Water Lines



Map CF-2: Water System Improvements



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Table 6.7: Capital Improvement Plan					
Project Type	Anticipated Project Date	Project	Estimated Cost	Potential Funding	Potential Grants/Loans/Developer Contribution
GENERAL PROJECTS					
Water-Distribution	Annual	Leak Detection and Repair	\$25,000	Rates and Fees	Rates and Fees
Water-Distribution	Annual	Water Main Replacement	\$114,000	Rates and Fees	Rates and Fees
Water-Distribution	Annual	North Binghampton Street Water Main	\$233,300	Development	Development Contribution
2016 PROJECTS					
Water-Distribution	2016	Binghampton Street Crossing at Alaska Street	\$102,300	Rates and Fees	Development Contribution, Loans (PWTF, Department of Health Drinking Water State Revolving Fund, Rural Development), Rates and Fees
Water-Distribution	2016	Binghampton Street Crossing at Volesky Drive	\$97,500	Rates and Fees	Development Contribution, Loans (PWTF, Department of Health Drinking Water State Revolving Fund, Rural Development), Rates and Fees
Water-Source	2016	Monitoring Wells	\$41,600	Rates and Fees	
Utilities	2016	Work with PSE to change street lighting to low voltage LED bulbs	--	General Fund, PSE	PSE
2016-2021 PROJECTS					
City Buildings	2016-2021	Install security cameras	\$20,000	General Fund, Rates and Fees	
City Buildings	2016-2021	Construct new main booster station building	\$100,000	General Fund, Rates and Fees	
City Equipment	2016-2021	Slope mower	\$80,000	General Fund	
City Equipment	2016-2021	Street sweeper	\$145,000	General Fund	
City Equipment	2016-2021	Power Broom	\$15,000	General Fund	
City Equipment	2016-2021	Dump Trailer	\$10,000	General Fund, Rates and Fees	
City Equipment	2016-2021	Chipper	\$28,000	General Fund	
City Equipment	2016-2021	Bucket Truck	\$150,000	General Fund	
Sewer	2016-2021	Sewer Plan and Wastewater Facility Plan	\$90,000		Ecology
Sewer	2016-2021	Wastewater Collection System	\$14,000,000		Department of Ecology, Public Works Trust Fund
Sewer	2016-2021	Wastewater Treatment Facility	\$9,000,000	Combination of Funds Required - Department of Ecology, Public Works Trust Fund, Rural Development, Potentially some CDBG funding for direct benefit loans for low-income individuals for side sewer installation	Department of Ecology, Public Works Trust Fund
Water-Source	2016-2021	Pursue new water rights	Unknown		
2016-2026 PROJECTS					
Water-Source	2016-2026	Drill a test/monitoring well at the City well site behind Gophenee Loop	\$45,000	Rates and Fees	
2020-2033 PROJECTS					
City Buildings	2020-2033	Exterior paint on the old schoolhouse/Zion Evangelical Church	\$5,000	General Fund	
City Equipment	2020-2033	Vac Truck	\$250,000	General Fund, Rates and Fees	
City Equipment	2020-2033	Dump Truck (5 Yard)	\$70,000	General Fund, Rates and Fees	
City Equipment	2020-2033	Mini excavator	\$55,000	General Fund, Rates and Fees	
City Equipment	2020-2033	Equipment Trailer	\$18,000	General Fund, Rates and Fees	

Table 6.7: Capital Improvement Plan (continued)					
Project Type	Anticipated Project Date	Project	Estimated Cost	Potential Funding	Potential Grants/Loans/Developer Contribution
City Equipment	2020-2033	Service Truck	\$47,000	General Fund, Rates and Fees	
City Equipment	2020-2033	Grader	\$200,000	General Fund, Rates and Fees	
2022-2028 PROJECTS					
City Buildings	2022-2028	Construct new City Hall	Unknown	General Fund, Bonds	
20-YEAR PROJECTS					
Water-Distribution	20-Year CIP	Gehrke Road Water Main	\$184,400	Development	Development Contribution
Water-Distribution	20-Year CIP	School Fire Hydrant Loop	\$86,000	School District	School District
Water-Distribution	20-Year CIP	Trotter Downs Commercial Center Fire Flow Loop	\$123,600	Development	Development Contribution
Water-Storage	20-Year CIP	Future Reservoir	\$635,000	Rates and Fees	Rates and Fees
OTHER PROJECTS					
Water-Distribution	With Development	Hubbard Street Water Main	\$101,800	Rates and Fees, Development	Development Contribution
Water-Distribution	With Development	Charm Lane Water Main	\$269,800	Rates and Fees, Development	Development Contribution
Water-Distribution	With Development	North Binghampton Street Water Main	\$233,300	Developer	Development Contribution
Water-Distribution	With Development	Gehrke Road Water Main	\$184,400	Developer	Development Contribution
Water-Distribution	With Development	Trotter Downs Commercial Center Fire Flow Loop	\$123,600	Developer	Development Contribution

CHAPTER 7. UTILITIES

This utilities chapter has been developed in accordance with Section 36.70A.070 of the Growth Management Act (GMA) to address utility services in the City of Rainier for the 20-year planning period. The Growth Management Act (GMA) defines electricity, gas, telecommunications, and cable TV as “utilities”. It defines water and sewer systems separately as “capital facilities.” As used in the Comprehensive Plan, “utility” and “capital facilities” are not interchangeable terms. Septic, sewer, and water systems are considered “capital facilities” and are addressed in Chapter 6 of this Plan.

This chapter articulates policies for existing and future services and describes the location and capacity of all significant existing and proposed utilities including electric, gas, and telecommunication facilities.

A. ELECTRICITY

Electricity is provided to the City of Rainier by Puget Sound Energy (PSE). PSE is a private investor-owned utility responsible for providing electrical service to about 1.1 million customers in parts of western and central Washington State.

In accordance with State law, PSE has an obligation to provide electricity upon demand and in accordance with "tariffs" on file with the Washington Utilities Trade Commission (WUTC). PSE has a duty to serve, meaning it is required to provide service to customers within its service territory as service is requested. Consistent with its duty to serve, PSE will provide electrical service as needed for development both within and outside of the urban growth area of Rainier. Increased demand for electricity is expected within the community as development occurs.

System Inventory and Forecast of Future Needs. The Rainier Distribution Substation on Centre Street serves the City of Rainier. Transmission lines extend from the station and connect to stations in Yelm, Tenino, and Vail. Existing transmission lines have the capacity to meet the current and projected demand for electricity in the Rainier service area.

Energy Conservation Programs for Customers. To encourage efficient use of electricity among customers, PSE operates a variety of conservation programs. Conservation offerings and incentive levels change from time to time and interested businesses and residents can explore available programs on the PSE website. Additional programs through governmental agencies such as the Department of Commerce and organizations such as Thurston Energy and the Community Action Council also provide home weatherization assistance to local governments, business owners, and residents.

B. NATURAL GAS

The City of Rainier is currently served by the regional natural gas distribution system operated by PSE (PSE). PSE is not obligated to provide gas service to all customers upon request as natural gas is considered a convenience and not a necessity. PSE is also prohibited from passing on the cost of new distribution

lines to existing customers, and only extends lines where demand warrants the extension. Expansion of natural gas service throughout Rainier and its UGA will thus depend on the ability of customers to pay for the expansion. No new major natural gas facilities are planned for Rainier in the next 20 years.

C. TELECOMMUNICATIONS

Standard Telephone Service Considered a necessity, basic telephone service providers have a duty to deliver service as requested within their service areas. Fairpoint Communications provides basic telephone services to Rainier as well as Yelm and the surrounding rural areas.

Fairpoint Communications has miles of fiber optic and copper cables running through its service area and also provides a number of other services and technologies. Major fiber optic cables extend through Rainier along SR 507 and feeder lines serve a number of homes and businesses. Fairpoint offers a full complement of services including local phone, caller ID, voicemail, long distance, digital subscriber line service (DSL), and internet protocol television service (IPTV).

Telecommunications and Cellular Telephone Service. The speed of technological advancements in the telecommunications industry makes it difficult to project how services will be provided in the future. The Federal Communications Commission (FCC) regulates internet and cellular providers in each geographic service area, and there are several FCC-licensed providers that serve Rainier and its Urban Growth Area (UGA).

At the state level, cellular telecommunication companies are regulated by the Washington Utilities and Transportation Commission. The Commission still considers cellular technology as a utility of convenience and not a necessity, and cellular providers are not required to provide service upon demand. Cellular technology is, however, used increasingly as a reliable backup communication system during emergencies. Two cellular towers serve Rainier but are located outside of the community.

Cable Service. Comcast is Rainier's sole cable service provider. Customers can purchase service packages with a variety of options including access to various television channels and internet services. Exclusive right-of-way permits and other mechanisms that may limit competition between companies and should be discouraged.

D. GOALS, POLICIES, AND ACTIONS

Rainier has identified the following goals and policies for utilities. Where the jurisdictions of unincorporated Thurston County and the City of Rainier intersect, the City encourages Thurston County to adopt those goals and policies denoted with an asterisk (*).

Goal UT 1: Rainier coordinates with utility providers to ensure that sufficient service is available for development.

Policy UT 1.1: Share information about new developments with Puget Sound Energy, Fairpoint Communications, Comcast, and other service providers to help them plan how they will serve the development.

Policy UT 1.2: Ensure that development regulations are consistent with and do not otherwise impair the fulfillment of public service obligations imposed upon utilities by State and Federal law.

Goal UT 2: Utilities for new development are placed underground wherever possible.

Policy UT 2.1: Assist in coordinating between developers and service providers during the development process so that the long-term aesthetics of the community are taken into consideration.

Policy UT 2.2: Review utility permits simultaneously with the proposal requesting the service.

***Policy UT 2.3:** Coordinate with Thurston County and utility providers to ensure consistency between utilities and planned growth.

***Goal UT 3: Coordinate with providers on utility improvements in currently built-out areas.**

***Policy UT 3.1:** Encourage the joint use of transportation rights-of-way and easements for utilities.

***Policy UT 3.2:** Provide timely and effective notification about road construction and maintenance to facilitate coordination of public and private utility trenching activities in Rainier and its urban growth area.

Goal UT 4: Rainier maintains up-to-date information on existing and proposed utilities within the Rainier urban growth area.

Policy UT 4.1: Work to maintain up-to-date information about utility provider's plans for the future within the Rainier Comprehensive Plan.

Policy UT 4.2: Where possible, work with utility providers to understand their facility needs, recognizing that planning for utilities is primarily the responsibility of the provider.

GOAL UT 5: Utility services are environmentally sensitive, safe, and reliable.

Policy UT 5.1: Consistent with their public service obligations, require utilities to be reasonably compatible with surrounding land uses and that their environmental impacts are minimized.

Goal UT 6: Rainier reduces its per capita energy use, with more renewable energy being produced locally.

Policy UT 6.1: Partner with Puget Sound Energy and other efficiency programs to weatherize existing buildings, install solar panels, and/or conduct other energy efficiency and renewable energy programs.

Goal UT 7: Rainier residents and businesses have access to a variety of high-quality options for phone, internet, and cable services.

Policy UT 7.1: Encourage competition among phone, internet and cable providers to get the best services available in Rainier.

Policy UT 7.2: Promote the development of cheap internet access in Rainier.

Policy UT 7.3: Promote additional teleworking opportunities among area residents.

APPENDICES

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APPENDIX A. LAND USE AND DEVELOPMENT PATTERN

Rainier's development pattern is predominantly residential. According to a land use inventory conducted in 2012, residential land use accounted for approximately 46% of the total land within the city and UGA, and 77% of the total land when not including vacant land, forest and agricultural land, and rights-of-way (see Table A.1 and Map A-1). Only limited land used for commercial and commercial/industrial uses is present along Binghampton Street.

Residential Land Use. In 2012, the residential uses in Rainier and the UGA consisted primarily of single-family dwelling units located on lots that ranged in size from under 0.25 acres to more than 5 acres. As illustrated by Table A.2 and Map A-2, the majority of these lots were less than 0.5 acres in size and located in the historic Rainier townsite or in more recently platted subdivisions. Lots that ranged in size from one to two acres comprised the majority of the total residential acreage in the community.

The presence of these larger lots, which were created largely as a result of septic regulations, will make it difficult for Rainier to achieve infill development once sewer is available. To achieve higher densities than are present, existing lots will have to be divided further, accessory dwelling units be added to single-family lots, or properties be redeveloped with multifamily housing options. These options may prove difficult for landowners and limit infill development as a result.

Table A.1: Existing Land Use, 2012

Land Use Type	Number of Lots	Total Acres	Percentage of Total
Single Family	718	635.17	44.6%
Single Family – Accessory Use Only	9	0.85	0.1%
Duplex/Two Units	7	6.98	0.5%
Multi-Family/Three or More Units	5	8.25	0.6%
Homeowners' Association Land	4	5.83	0.4%
Mixed Use	2	0.32	0.0%
Commercial	37	12.42	0.9%
Commercial/Industrial	2	15.52	1.1%
Religious	4	6.63	0.5%
Government/Institutional	27	59.38	4.2%
Roads, Railroads, and Rights of Way	17	156.87	11.0%
Parks, Preserves, and Open Space	23	92.48	6.5%
Forest/Agricultural Land	13	206.76	14.5%
Vacant Land	129	214.89	15.1%
TOTAL	1,000¹	1,423.79	100.0%

Source: 2012 City of Rainier Land Use Inventory

¹Does not include some rights-of-way within the community.

Table A.2: Residential Density of Developed Lots

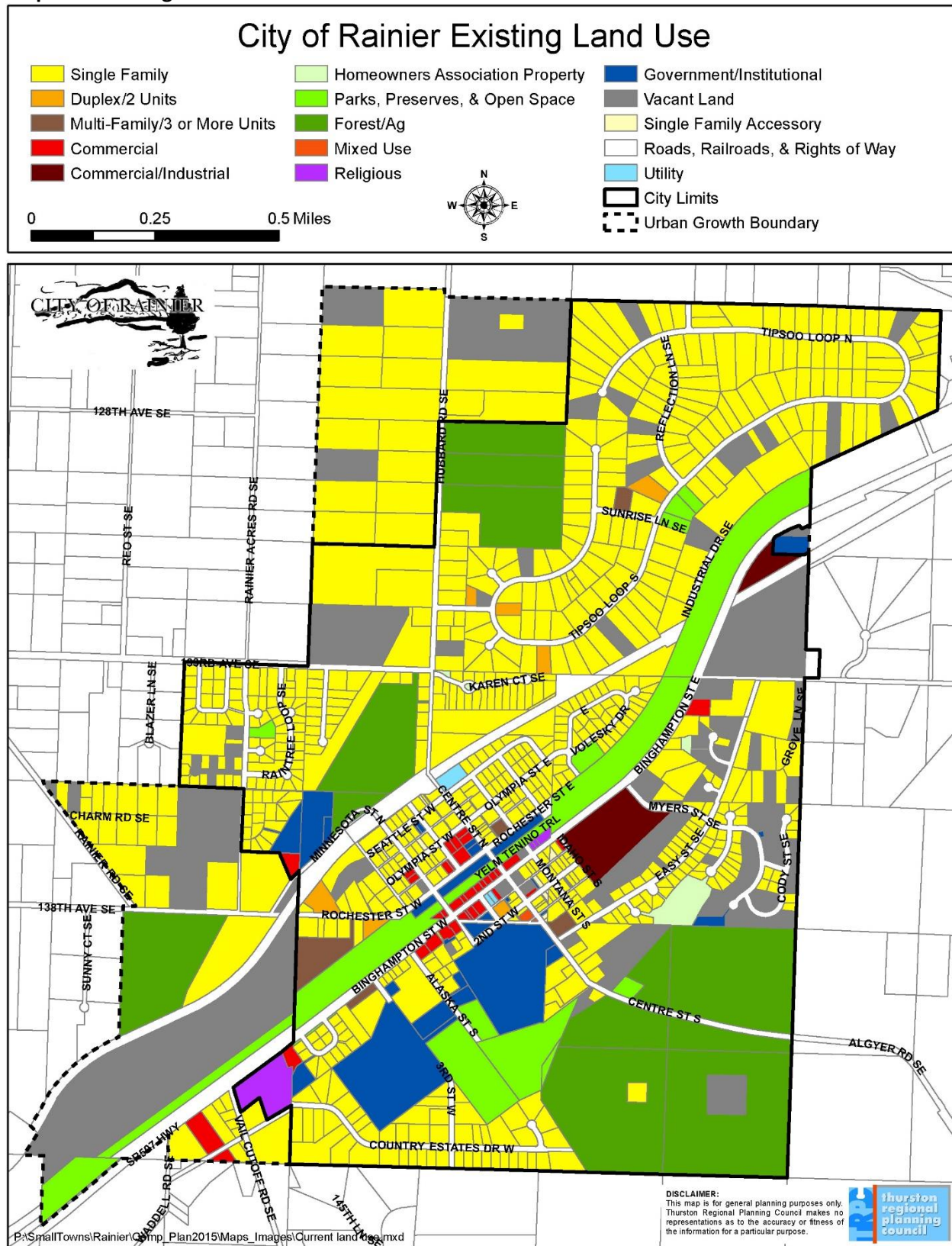
Residential Density (Dwelling Units Per Acre)	Number of Lots	Total Acres	Proportion of Total Residential Land
--	----------------	-------------	--------------------------------------

1 unit per four or more acres	27	162.76	25.0%
1 unit per two to four acres	21	57.20	8.8%
1 unit per one to two acres	181	225.06	34.6%
1 unit per half an acre to one acre	92	71.42	11.0%
1 unit per a quarter to a half an acre	328	117.72	18.1%
1 unit per less than a quarter acre	81	16.23	2.5%
TOTAL	730	650.39	100.0%
<i>Source: 2012 City of Rainier Land Use Inventory</i>			

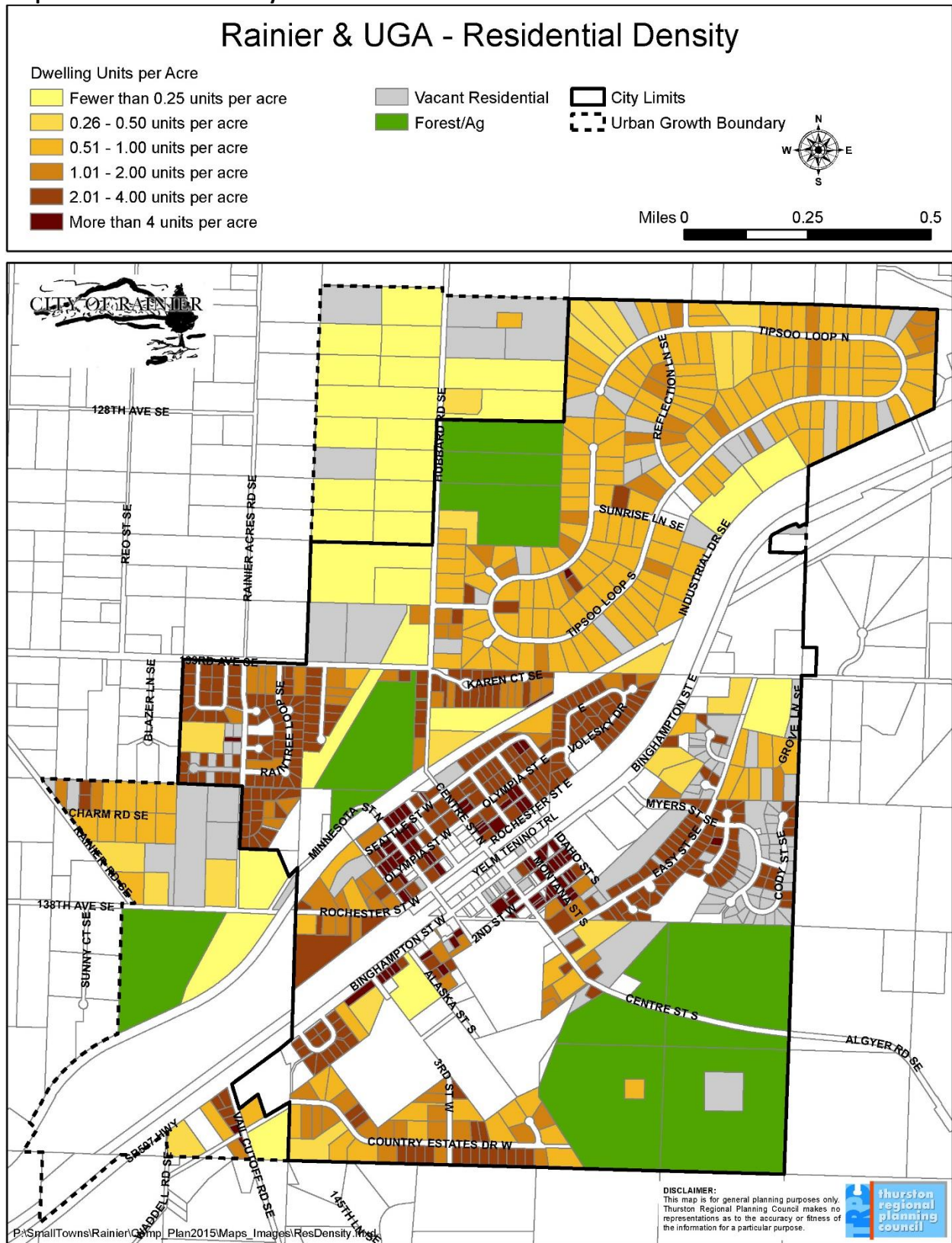
Commercial and Industrial Land Use. Rainier and its UGA contained 27.94 acres of commercial and industrial land uses in 2012; these land uses accounted for approximately 2% of the city and unincorporated UGA's total land use. The majority of the city's commercial development was located along Binghampton Street.

Expansion of Rainier's commercial base will depend on either the availability of large land parcels to meet drainfield requirements for septic systems or establishing an alternative method of wastewater disposal. A larger population base and other factors that encourage commercial development will also be necessary if the city is to see commercial development. Rainier residents currently shop in communities nearby and will continue to do so until Rainier can draw in new retailers and services.

Map A-1: Existing Land Use



Map A-2: Residential Density



Natural Resource Lands. Approximately 207 acres of natural resource land existed within the city and UGA in 2012, consisting predominantly of pasture, livestock use, and forest lands. These lands do not meet the criteria for resource lands as defined by the Growth Management Act, and are therefore appropriate for urban development.

Parks and Recreation. Parks, preserves and open space comprised 92.48 acres of land within the city and UGA. This included three neighborhood parks, two private parks, and school playing fields, as well as the Yelm-Tenino Trail, which runs through the center of the community. Rainier's parks are described in more detail in Chapter 3, Parks.

Under the Growth Management Act, cities are required to identify open space corridors within and between UGAs. These corridors should include lands that are useful for recreation, wildlife habitat, trails, and the connection of critical areas. The most significant open space corridors in or near the city are the Yelm-Tenino trail and the nearby Chehalis Western trail. The City will also seek to construct an open space trail in the location shown on Map 3.3 (the map notes the trail as part of Goal 3). No significant wildlife corridors exist within city limits.

Public Facilities, Institutions, and Utilities. Public facilities, religious institutions, and utilities encompassed 66 acres of land in Rainier and its UGA in 2012. Existing facilities included Rainier schools, city hall, various churches and other institutions, municipal wells, and electric and gas utilities.

Roads and Railroad Right-of-Way. Roadways and railways and their associated right-of-way made up 156.87 acres of Rainier's existing land use. Discussion of the characteristics of these roadways and railways, as well as the city's transportation system, is provided in Chapter 5, Transportation.

Vacant Land. Vacant land encompassed 214.89 acres of land within the community in 2012. This designation included cleared, unimproved land within the city and the UGA that was potentially available for development. Vacant land did not include forest, agriculture, or resource lands discussed above.

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APPENDIX B. DEMOGRAPHICS

Recent Population Trends. Thurston County has been one of the fastest growing counties in Washington State since the 1960s. Between 1970 and 1980, the county grew by 62% and Rainier grew by 133% (see Table B.1). These growth rates were both higher than the state rate of 20% for the same period. This rapid growth slowed somewhat from 1980 to 2010, but people continued to move to Rainier. From 1980 to 1990, the average annual rate of population growth was 1.1% in Rainier, and this rate increased significantly (to a rate of 4.2%) during the 1990s when Rainier gained 500 new residents. Rainier continued to experience population growth in the first decade of the 21st century, growing by 302 people or 1.9% annually.

Table B.1: Population Trends in Rainier, 1950 – 2010			
Year	Population	Total Growth	Average Annual Rate of Change
1950	331	--	--
1960	245	-86	-3.0%
1970	382	137	4.5%
1980	891	509	8.8%
1990	991	100	1.1%
2000	1,492	501	4.2%
2010	1,794	302	1.9%
<i>Source: Thurston Regional Planning Council, 2014 Profile.</i>			

Table B.2: Population Change in Thurston County, 1990-2010							
Jurisdiction	Population			Total Population Change		Average Annual Rate of Change	
	1990	2000	2010	1990-2000	2000-2010	1990-2000	2000-2010
Bucoda	536	628	562	92	-66	1.6%	-1.1%
Lacey	19,279	31,226	42,393	11,947	11,167	4.9%	3.1%
Olympia	33,729	42,514	46,478	8,785	3,964	2.3%	0.9%
Rainier	991	1,492	1,794	501	302	4.2%	1.9%
Tenino	1,292	1,447	1,695	155	248	1.1%	1.6%
Tumwater	9,976	12,698	17,371	2,722	4,673	2.4%	3.2%
Yelm	1,337	3,289	6,848	1,952	3,559	9.4%	7.6%
Thurston County Total	161,238	207,355	252,264	46,117	44,909	2.6%	2.0%
<i>Source: Thurston Regional Planning Council, 2014 Profile.</i>							

These rates of growth have fluctuated between being faster and slower than the overall rate of growth for Thurston County. However, the rates have typically been slower than the two communities that are likely to most influence the growth of Rainier: Lacey and Yelm (see Table B.2). Both of these fast-growing

communities are located near Rainier and have the same factors, proximity to Pierce County and Joint Base Lewis-McCord that have influenced and are likely to influence population growth in Rainier. With the development of a sewer it is likely that the population rate of growth in the community would more closely mirror these communities.

Population Forecast. To project the future population, the Washington State Growth Management Act requires a coordinated countywide approach to population forecasting. In Thurston County, population forecasting for jurisdictions through the year 2035 was last updated by the Thurston Regional Planning Council in 2012 (see Table B.3). According to this forecast, the City of Rainier and its urban growth area are projected to grow to 3,450 people by 2040, an increase of approximately 1,545 people from the City's 2010 population).

Table B.3: Population Forecast 2010-2040							
Jurisdiction and UGA	Actual	Forecast					
	2010	2015	2020	2025	2030	2035	2040
Bucoda	560	570	575	675	890	1,065	1,215
Lacey	75,530	79,640	88,600	94,980	101,500	107,710	114,200
Olympia	58,310	61,820	67,850	74,030	79,940	84,390	88,610
Rainier	1,905	2,030	2,145	2,310	2,840	3,150	3,450
Tenino	1,710	1,725	1,760	2,030	2,750	3,190	3,785
Tumwater	23,350	25,830	30,840	35,620	40,160	42,880	46,300
Yelm	8,200	9,680	14,050	18,600	22,460	26,280	25,070
Thurston County Total	252,300	266,500	295,900	322,200	348,600	370,600	393,700
<i>Source: Thurston Regional Planning Council, 2012 Population Forecast.</i>							

APPENDIX C. ESSENTIAL PUBLIC FACILITIES

The city of Rainier provides for the siting of essential public facilities as required by state law. Essential public facilities are defined as those state or regional facilities and services of state-wide significance that are typically difficult to site. Examples include airports, state education 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, group homes and secure community transition facilities.

Although no chapter of the Rainier Comprehensive Plan precludes the siting of listed essential public facilities, the city has the discretion to indicate where these types of uses are most appropriate. Essential public facilities are treated as uses listed or as uses substantially similar to those listed in the city's development regulations in order to ensure they are sited appropriately.

In addition to procedures for administrative and conditional use permit issuance, the City of Rainier also has a process established for issuance of a public facilities permit. Public facilities permit review is (in part) intended to provide the city with additional regulatory authority to require mitigation of impacts that may occur as a result of siting essential public facilities. Table C.1 identifies the various essential public facilities, the equivalent or similar type listed in the city's development regulations, and where they are permitted. Although most of the uses listed in Table C.1 indicate only a conditional use permit is required, the city reserves the right to 'elevate' an application to a public facilities use permit review when it is lawful and appropriate to do so.

Table C.1: Essential Public Facilities Use Schedule										
Key: P = Use allowed without use permit A = Administrative Use Permit Required C = Conditional Use Permit required PF = Public Facilities Use Permit required -- = use not allowed										
Essential Public Facility Type (Listed Type)	Zone (see RMC Chapter 18.40 for a zone description)									
	R (EN)	R (6-8)	R (8-25)	CC	HC	SC	IND	FRL	P/PF	T/OS/P
Airports (Level 3 Transportation)	--	C	C	C	C	C	--	--	C	--
State Education Facility (Level 2 Education)	--	C	C	C	C	C	--	--	C	--
State or Regional Transportation Facility (Level 3 Transportation)	--	C	C	C	C	C	--	--	C	--
State and Local Correctional Facility (Level 3 and 4 Group Homes)	--	--	--	--	--	--	C	--	--	--
Solid Waste Handling Facility (Sanitary Sewage Treatment Systems)	--	C	C	--	C	C	C	C	C	--
In-Patient Substance Abuse Facility (Health Services)	--	--	--	P	P	P	--	--	--	--
In-Patient Mental Health Facility (Health Services)	--	--	--	P	P	P	--	--	--	--

Table C.1: Essential Public Facilities Use Schedule (continued)

Key: P = Use allowed without use permit A = Administrative Use Permit Required
 C = Conditional Use Permit required PF = Public Facilities Use Permit required
 -- = use not allowed

Essential Public Facility Type (Listed Type)	Zone (see RMC Chapter 18.40 for a zone description)									
	R (EN)	R (6-8)	R (8-25)	CC	HC	SC	IND	FRL	P/PF	T/OS/P
Group Home (Level 2 Group Homes)	A	A	A	A	--	--	--	--	--	--
Secure Community Transition Facility (Level 3 and 4 Group Homes)	--	--	--	--	--	--	C	--	--	--

APPENDIX D. RAINIER PARKS - EXISTING CONDITIONS AND PUBLIC OUTREACH

The City of Rainier Parks system has some great qualities.



A high amount of recreational lands due in part to the school district property



The Yelm Tenino Trail

But some things could be enhanced.



Many parks underutilized



Some equipment nearing the end of its useful life



Few things to do at parks



Some neighborhoods underserved by park facilities

ISSUE 1: A LIMITED VARIETY OF ACTIVITIES EXISTS IN CITY PARKS

The City of Rainier park system has a limited number of activities for community residents. Where they exist, the activities tend to only serve a single portion of the community, and include few different options for amusement. For example, one can visit Raintree Park if they would like to play basketball, but there are few other options for recreation present.



Wilkowski Park (W shown on the map above) offers a good example of the lack of activities present in a number of City parks. The park, likely one of the most prominent and well-known parks in the City, has no play set, swings or sports fields. Of the activities shown at left, the park only has a picnic shelter and public art (as well as a restroom).



- Holiday Park (H on the Park Activities map) contains a small gazebo. The amenity, the only feature that would likely encourage people to visit the park, is too small for things like holding concerts and is only infrequently used.



- The Yelm-Tenino Trail travels through Rainier, but connects to few other amenities along its course. For individuals traveling the trail, the only options for recreation are walking, biking or, in some instances, viewing public art.



- Rainier Elementary (E) offers one of the two playgrounds located within the City. The facility is open to the public (when school is not in session), but is not near many neighboring residences.



- Four different areas in Rainier have basketball hoops. The photo above shows the primary activity in Raintree Park (R).



- Gehrke Park (G) contains the only swing set owned by the City . The park, in the Tipsoo Loop area, contains the widest variety of activities for visitors.



- Veteran's Memorial Park (V) is one of the two public parks that contain art. Few other amenities (other than the trail) exist near the monument.

ISSUE 2: CERTAIN NEIGHBORHOODS ARE UNDERSERVED BY PARKS

The City of Rainier is made up of a number of distinct neighborhoods, divided by things such as rail lines, topography and Highway 507. Some of these neighborhoods have parks, and others do not.



NW – The *northwest* portion of the community (including Nieland and Raintree Loops) has one park—Raintree Park. The park currently has minimal amenities (barbecue grills and a basketball hoop).

SW – The *southwest* neighborhood (near Country Estates) contains no formal recreational areas. The elementary school playground, the nearest recreational space, is 1/4 mile or more from most residences.

NE – The Tipsoo Loop area (in the *northeast* portion of Rainier) contains one park—Gehrke Park. The park is the largest City-owned park in Rainier and has the widest variety of activities, though much of the equipment is nearing the end of its anticipated useful life.

SE – The *southeast* neighborhood (near the Trotter Downs subdivision) has no park facilities. Nearby recreational activities (the Yelm-Tenino Trail and the school grounds) are: divided from the neighborhood by Highway 507 or are more than a 1/4 mile from the residences.



NW – Raintree Park serves the Nieland and Raintree Loop areas. The park is fairly large, but contains little for residents to do. The park contains grills and a basketball hoop.



NE – Gehrke Park contains a variety of equipment, but many of the features are nearing the end of their useful life. Additionally, the park, while close to many Tipsoo Loop residents, does not serve all residents well. Many residences within the neighborhood are located further than a 1/4 mile from the park, the typical distance considered easily walkable for most individuals.

ISSUE 3: MANY FACILITIES ARE NOT OWNED BY THE CITY OF RAINIER

Many of the most used and/or prominent parks in Rainier are owned by businesses or agencies other than the City of Rainier. Any additional use of the facilities would require coordination and agreement with the entities.



Yelm-Tenino Trail
Owned by Thurston County



Holiday Park
Owned by Fairpoint Communications



Bus Kern Memorial Park
Owned by the Rainier Sportsmans Club



Rainier Elementary Playground
Owned by Rainier Public Schools

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Inventory of Existing Park Facilities

City-Owned Parks	Size	Ownership	Neighborhood	Football Field	Soccer Field	Basketball Hoop/Court	Baseball/ Softball	Track	Play Equipment	Swing	Monkey Bars	Trail	Gazebo	Picnic Shelter	Barbecue Pit	Picnic Tables	Public Restrooms	Comments
Gerke Park	2.97	City-Owned	NE (Tipsoo Loop)			1	1 (Back Stop)		1	1	1		1	1				Baseball field has no formal infield – good for informal games, not organized leagues; play equipment nearing end of useful life; basketball hoop/court in good condition
Raintree Park	0.95	City-Owned	NW (Raintree/ Rainier Acres)			1									2			Basketball hoop in good condition; barbecue grills show little sign of use; significant amount of underutilized land
Veterans Memorial Park	0.13	City-Owned	Downtown															Public art/plaza in good condition
Wilkowski Park	1.62	City-Owned	Downtown									1		1	5	3+	1	Paved path in poor condition; little diversity in activities at park
City-Owned Land With Potential Use as Park	Size	Ownership	Neighborhood	Football Field	Soccer Field	Basketball Hoop/Court	Baseball/ Softball	Track	Play Equipment	Swing	Monkey Bars	Trail	Gazebo	Picnic Shelter	Barbecue Pit	Picnic Tables	Public Restrooms	Comments
City-Owned Railroad Right-of-Way	1.21	City-Owned (Vacant)	Downtown															
Old City Hall Site	0.28	City-Owned (Vacant)	Downtown															
Park Land Owned by Other Organizations	Size	Ownership	Neighborhood	Football Field	Soccer Field	Basketball Hoop/Court	Baseball/ Softball	Track	Play Equipment	Swing	Monkey Bars	Trail	Gazebo	Picnic Shelter	Barbecue Pit	Picnic Tables	Public Restrooms	Comments
Yelm-Tenino Trail	101	Thurston County	Downtown/ Through Community		2 (Future)		1 (Back Stop)					1						Low backstop and short right field makes area only suitable for informal games for very young kids; future site of two or three soccer fields
Holiday Park	0.16	Fairpoint	Downtown										1					Gazebo in fair condition, but extremely small; vegetation along street blocks views into park
Bus Kern Memorial Park	10.9	Rainier Sportsmans	Downtown/SW	1 (informal)														Often locked with no public access. Baseball field and back stop houses Rainier High School baseball, as well as other local teams. All dirt infield with dugout structures on high school field
Elementary School Playground	2.48	Rainier School District	Downtown			2	1 (Back Stop)		1	1	1							Best playground in town; contains a variety of activities with basketball hoops nearby; baseball field has no formal infield
Middle/High School	5.79	Rainier School District	Downtown	1		1	1 (Field)	1		1								Softball field used by Rainier High School; football field houses local football games

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RAINIER PARKS PLAN OUTREACH

The Rainier Parks Plan was put together over a nine-month period – from November 2013 to July 2014. A variety of public outreach methods were used in the development of the plan.

At the outset of the project, the City of Rainier conducted a survey to get a general understanding of the use of the park system by residents. This survey was sent to approximately 750 utility customers, 250 high school students, and 80 middle school students. 289 responses were received from the survey (a summary of the survey results is attached to this appendix).

Using the input from these surveys, the community held two focus group meetings that helped to design the park system. The first of these meetings asked individuals what characteristics the focus group wanted as part of their park system. Building on this general discussion, the second meeting allowed small groups to design the park system by distributing pieces to show how they would layout park amenities within the community. At the meeting, the three separate groups each came to a similar park system concept, which concentrated improvements in the center of the community. Concepts for each park within the exercise were also extremely similar. Ideas generated during this meeting were foundational to the plan for the “community park” presented within the plan.

Once this framework was developed, the City offered a number of opportunities for residents to comment on and/or modify the plan. Residents were allowed to critique the plan at a public meeting held in the community, as well as City Council meetings, and four separate public open house events.

Lastly, residents were also allowed to comment on the plan as part of a public hearing on August 18, 2014 and the City Council review of the plan on September 23, 2014. The plan was adopted by the Rainier City Council on October 14, 2014.

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RAINIER PARKS SURVEY

What Part of Rainier Do You Live In?											
	In or Near Rainier Acres Road	In or Near Tipsoo Loop	In or Near Country Estates	In or Near Trotter Downs	In or Near Downtown	Other					Total Answers
All Responses	27 9.3%	47 16.3%	21 7.3%	20 6.9%	52 18.0%	122 42.2%					289
What Parks Do you Use in Rainier and How Often (Average of All Responses - 1=Never, 2=Rarely, 3=Monthly, 4=Weekly, 5=Daily) Responses with Total Greater than 2 Shaded											
	Gerhke	Holiday	Raintree	Veterans Memorial	Wilkowski	Bus Kern	Rainier Elementary School	Rainier High School Rec. Areas	Yelm-Tenino Trail	Other	
All Responses	1.68	1.42	1.26	1.52	2.05	1.62	1.85	2.62	2.67	1.45	
High School	1.97	1.55	1.35	1.54	2.20	1.76	1.85	2.94	2.71	1.51	
Out of City	1.63	1.60	1.26	1.54	2.05	1.87	1.81	3.13	2.75	1.63	
In City	2.28	1.49	1.45	1.55	2.35	1.64	1.89	2.74	2.68	1.41	
In Neighborhood	3.04		2.08		2.27						
Middle School	1.74	1.46	1.20	1.60	1.92	1.57	1.96	3.06	2.69	1.25	
Out of City	1.54	1.26	1.04	1.56	1.58	1.48	1.93	2.92	2.70	1.29	
In City	2.00	1.71	1.38	1.64	2.30	1.68	2.00	3.23	2.67	1.18	
In Neighborhood	2.56		2.50		1.71						
Adults	1.30	1.27	1.21	1.55	2.04	1.50	1.89	1.91	2.77	1.42	
With Children (In City)	1.15	1.31	1.27	1.81	2.26	1.81	2.77	2.63	2.96	2.10	
Without Children (In City)	1.45	1.30	1.21	1.48	1.99	1.33	1.45	1.47	2.66	1.15	
In Neighborhood	2.15		2.00		2.83						
What Big Idea for the Parks in Rainier Do you think the City Should Focus On? (Proportion based on Number of Question Respondents - Does not Equal 100%)											
	Adding Amenities to Wilkowski Park	Replacing or Adding New Equipment to Existing Neighborhood Parks	Working to Improve or Create Sport Fields in Rainier	Working with the School District to Add New Playground Equipment to the Elementary School	Working to Create a Town Square/Place for Concerts and Markets	Working to Connect Neighborhoods to the Yelm-Tenino Trail	Other	Write-In (Skate Park)	Question Respondents	Total Answers	
All Responses	25.5%	18.3%	29.9%	9.0%	29.9%	10.4%	15.8%	4.7%	278	386	
High School Responses	16.3%	19.9%	33.3%	2.8%	29.1%	10.6%	14.9%	5.0%	141	179	
In City	19.7%	26.8%	32.4%	0.0%	29.6%	9.9%	14.1%	8.5%	71	94	
Middle School Responses	33.3%	19.6%	25.5%	9.8%	17.6%	9.8%	27.5%	11.8%	51	73	
In City	43.5%	21.7%	30.4%	13.0%	26.1%	13.0%	26.1%	8.7%	23	42	
Adult Responses	42.0%	15.9%	20.3%	20.3%	46.4%	13.0%	10.1%	0.0%	69	116	
What Facilities Would you Most Like to See in Rainier Parks? Mark Top Three - (Proportion based on Number of Question Respondents - Does not Equal 100%)											
	Additional Landscaping	Skate Park	Dog Park	Additional Art	Interpretive Features	Toddler Play Equipment	Additional Ballfields	Bandstand	Additional Trails	Additional Picnic Tables/Shelter	
All Responses	11.5%	36.7%	17.8%	9.1%	2.4%	16.4%	19.2%	9.8%	15.4%	22.4%	
High School Responses	9.2%	43.3%	14.2%	11.3%	3.5%	11.3%	17.7%	7.8%	13.5%	18.4%	
In City	9.7%	43.1%	11.1%	15.3%	1.4%	15.3%	15.3%	5.6%	11.1%	29.2%	
Middle School Responses	7.7%	46.2%	32.7%	9.6%	0.0%	7.7%	17.3%	9.6%	21.2%	17.3%	
In City	4.2%	37.5%	20.8%	12.5%	0.0%	4.2%	29.2%	12.5%	33.3%	25.0%	
Adult Responses	19.2%	21.9%	13.7%	5.5%	2.7%	34.2%	21.9%	12.3%	16.4%	35.6%	
	Water Park	Additional Benches	Additional Basketball Hoops	Tennis Courts	Additional Natural Areas	Additional Fire Pits	Other	Question Respondents	Total Responses		
All Responses	42.3%	10.5%	32.9%	15.0%	11.9%	13.3%	14.3%	286	861		
High School Responses	45.4%	7.1%	32.6%	10.6%	9.9%	17.7%	14.9%	141	407		
In City	38.9%	5.6%	37.5%	9.7%	12.5%	13.9%	12.5%	72	207		
Middle School Responses	57.7%	9.6%	38.5%	21.2%	7.7%	9.6%	21.2%	52	174		
In City	37.5%	12.5%	41.7%	12.5%	0.0%	0.0%	16.7%	24	72		
Adult Responses	19.2%	21.9%	26.0%	21.9%	15.1%	6.8%	11.0%	73	223		
How do you get to the park you visit most? (Proportion based on Question Respondents - Does not Equal 100%)											
	Drive	Ride Bicycle	Walk/Run	Other	Question Respondents	Total Responses					
All Responses	41.9%	30.7%	53.8%	6.1%	277	367					
High School Responses	45.2%	24.4%	47.4%	6.7%	135	167					
In City	36.6%		52.1%	11.3%	71	90					
Middle School Responses	44.7%	38.3%	42.6%	14.9%	47	66					
In City	39.1%	52.2%	43.5%	21.7%	23	36					
Adult Responses	38.2%	36.8%	72.4%	1.3%	76	113					

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APPENDIX E. MAIN STREET 507 – PRELIMINARY LAYOUT PLAN AND COST ESTIMATES

Appendix E consists of a memo from the project's consultant, KPG, cost estimates, and the preliminary layout plan.

Memorandum

To: Katrina Van Every and Paul Brewster, Thurston Regional Planning Council
From: Olivia Buban, KPG
Date: May 19, 2016
Re: **City of Rainier SR507/Main Street Improvements – Phasing Strategy and Funding Sources**

KPG completed a preliminary layout plan and cost estimate for the SR507/Main Street Improvements for the City of Rainier in July, 2015. And on March 7, 2016, this information was presented in a Technical Session held at the Tenino Quarry House, hosted by Thurston Regional Planning Council (TRPC). Comments and input from stakeholders were obtained. From that meeting, it was determined that the project needs to be completed in several phases in order to be economically feasible for the City. This memo summarizes a phasing strategy, and a list of several state and federal funding sources available for this type of roadway improvement project, so that the City can continue to pursue design and construction of the SR507/Main Street Improvements.

Phasing Strategy for Rainier

Binghampton Streetscape Project (Phase 1)

Minnesota Street to Dakota Avenue

This first phase of improvements is currently under construction. The City acquired grant funding from the 2015 Regional TAP program from TRPC. The project includes curb, gutter, planter, and sidewalk improvements on the north side of SR 507 (except at driveway entrances), and the curb return on the southwest corner of SR 507 and Dakota Avenue. The grant was obtained around the time when KPG developed the preliminary layout plan and cost estimate, so these Phase 1 improvements and costs were not included in KPG's analysis. This means that there is potential overall cost savings from KPG's cost estimates because Phase 1 would already have been completed.

The preliminary project cost estimate for the City of Rainier SR507/Main Street Improvements from Alaska Street to Idaho Avenue, approximately 2,100 linear feet, came to a total of approximately \$3.9 million (see attached Preliminary Project Estimate). Recognizing that the total project cost is too high for the City to undertake as one big project, the project was divided into phases. Three possible phases were identified and summarized in the tables below with costs rounded up to the nearest thousand, along with a list of possible funding sources for each task. The cost estimates presented here reflect what is shown on the preliminary layout plan from July, 2015.

WEST PHASE Alaska St to Dakota Ave	Approximate Cost	Possible Funding Source
Design & Right-of-Way	\$ 163,000	TIB SCSP, WSDOT Safe Routes to School
Construction	\$ 1,218,000	TIB SCSP and Relight Washington, WSDOT Safe Routes to School, and WSDOT Ped and Bike

CENTRE STREET ROUNDABOUT Dakota Ave to Montana Ave	Approximate Cost	Possible Funding Source
Design & Right-of-Way	\$ 282,000	TIB SCAP, FHWA STP, WSDOT Safe Routes to School, WSDOT Ped and Bike
Construction	\$ 1,367,000	TIB SCAP and Relight Washington WSDOT Safe Routes to School and WSDOT Ped and Bike, FHWA STP

EAST PHASE Montana St to Idaho Ave	Approximate Cost	Possible Funding Source
Design & Right-of-Way	\$ 102,000	TIB SCSP, WSDOT Ped and Bike, FHWA STP
Construction	\$ 732,000	TIB SCSP and Relight Washington, WSDOT Ped and Bike, FHWA STP

According to the Transportation Improvement Board (TIB) representative at the Technical Session meeting, the typical award amount for Small City projects has been between \$350,000 and \$750,000. It is a prudent strategy to first apply for a grant to complete the design and right-of-way for each phase and then separately apply for one or more construction grants as the project is nearing design completion. The project will be more competitive and likely to receive funding if design is complete and right-of-way has been acquired.

The construction for each phase currently falls in the range of approximately \$732,000 to \$1.4 million. That cost includes a 30% contingency to account for the unknowns. However, these cost estimates do not include the cost to underground the existing overhead aerial utilities, nor relocation of existing power poles. That cost has to be taken into consideration as the City decides how to handle potential conflicts with the existing poles.

West Phase

Alaska Street to Dakota Street

Alaska, Minnesota, and Dakota Streets are the main access roads into Rainier's Elementary, Middle, and High Schools. The preliminary plan shows installation of sidewalk on the south side of SR507 from Alaska to Minnesota, and sidewalk on both sides of SR 507 from Minnesota to Dakota.

Since some these improvements overlap with the Binghampton Streetscape Project Phase 1, the actual costs may be less than what is listed here.

Based on the Technical Session discussions, it would be desirable from a connectivity standpoint, to formalize the crossing at SR 507/Michigan Street, connect with the Yelm-Tenino trail, and install new sidewalks from Michigan Street to Alaska Street. This would allow community members to use the Yelm-Tenino trail to access the schools.

Centre Street Roundabout

Dakota Avenue to Montana Avenue

SR 507 and Centre Street are both busy truck routes. The roundabout option at this intersection offers the benefits of improving traffic circulation, reducing speeds, and improving pedestrian crossing safety. WSDOT has provided a preliminary layout for the roundabout which avoids impacts to existing utility poles and the gas station.

East Phase

Montana Avenue to Idaho Avenue

This phase will include new curb, gutter, planter and sidewalks, on-street parallel parking, and curb bulb-outs at the intersections.

Funding Sources

The funding sources listed below are all available for the City of Rainier to pursue for the design and construction of the SR507/Main Street Improvements project.

The most common and applicable grants for this type of roadway improvement project are those administered by the Transportation Improvement Board, Washington State Department of Transportation, and Thurston Regional Planning Council.

When applying for grants, identifying local match money is very important. Though some grants may not require a local match for small cities like Rainier, having local match money always makes the project competitive and likely to win a grant above others. For the construction phase, it is very likely that the City may need to apply for more than one grant needed for each phase.

Federal funds have many more requirements and procedures to follow throughout the design, permitting, right-of-way acquisition, and construction phases, as compared to state funds. It is advised if federal funding is pursued, that the City is aware of these requirements. For example, once a federal grant has been acquired for a project, it must be ready for construction within 10 years.

Transportation Improvement Board (TIB) Grants

Small City Sidewalk Program

The Small City Sidewalk Program (SCSP) provides funding for projects that address safety, access to generators and system continuity. All projects must be transportation related on a federally classified route. This is a competitive grant process, with award amounts ranging typically from

\$350,000 to \$750,000. The requirement for local match varies based on the City's population. Rainier has a population of over 1,000, so there is a 5% local match required.

Small City Arterial Program

The Small City Arterial Program (SCAP) is funded with the intention of rehabilitating TIB-classified arterials. This program fits well with the proposed roundabout at the intersection of SR507 and Centre Street. Since Rainier has a population of over 1,000, there is a 5% local match required.

Relight Washington Program

The City of Rainier is eligible to receive funds under the Relight Washington Program. This program's goal is to move small cities to the front of the line in cost saving LED streetlight replacement.

Federal Match Program

If the City obtains a federal grant which requires a 13.5% local match, TIB can cover this match requirement with their Federal Match Program. There is approximately \$1 million available each year, and it is distributed statewide on a first come first served basis until funds are depleted.

Washington State Department of Transportation (WSDOT) grants

Safe Routes to School Program

Safe routes to school is a competitive grant offered by WSDOT with the purpose to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school. Funding is for projects within two-miles of primary, middle and high schools which the Rainier SR507/Main Street project falls within. This would require coordination with the school district to determine the student travel tally, as well as district administration support. The portion of the project would also need to be located on the school walk route plan. The West Phase has great potential to be funded by this program with its benefits of providing connectivity and access to Rainier's public schools.

In the last biennium, the Safe Routes Program funded \$13 million dollars and a variety of projects throughout the state with funding amounts varying from \$100,000 to almost \$1 million. There is no required match, however providing a match does help in the project's competitiveness in getting the grant. This program is funded with either state or federal funds.

Pedestrian and Bicycle Program

This program's purpose is to reduce pedestrian and bicycle collisions and increase the number of people who choose to walk and bike for transportation. This program funds both design only and construction projects. While the proposed improvements do not include bicycle facilities (because of the proximity of the Yelm-Tenino Trail), the project does provide for sidewalk connectivity and accessibility, as well as improving pedestrian safety with traffic calming elements.

Federal GrantsHSIP/MAP-21 or Surface Transportation Funds (STP)

Highway Safety Improvement /Moving Ahead for Progress in the 21st Century Act (HSIP/MAP-21) are federal funds provided to the state to distribute to jurisdictions to use engineering countermeasures to reduce fatal and serious injury collisions. To receive these grants the project must meet specific crash criteria to apply for funding. While we do not have specific crash data for the project at this time, this is readily available from WSDOT.

These funds are distributed to Municipal Planning Organizations (MPO) in the form of Surface Transportation Program (STP) funds; this is one of the most flexible of highway construction funding mechanisms and provides the most financial support to local agencies.

Economic Development Administration

This process would involve applying to the Economic Development Administration (EDA) for a grant for Economic Adjustment Assistance. EDA's programs provide economically distressed communities and regions with comprehensive and flexible resources to address a wide variety of economic needs, and are designed to lead to the creation and retention of jobs and increased private investment. EDA's programs support local and regional economic development efforts to establish a foundation for vibrant economies throughout the United States. Through these programs, EDA supports bottom-up strategies that build on regional assets to spur economic growth and resiliency. EDA encourages its grantees throughout the country to develop initiatives that present new ideas and creative approaches to advance economic prosperity in distressed communities.

To meet the hardship/distress criteria of the EDA grant, the municipality must show with third party data that the unemployment rate is for a 24 month period at least one percentage point higher than the national average unemployment rate, per capita income that is eighty percent or less of the national average per capita income or a special need as determined by the EDA. Between the years 2008 to 2012, the per capita income for Rainier was \$24,803. For the United States the per capita income was approximately \$40,725. So we believe that these projects could fall under the economic hardship rule.

Community Development Block Grants

Rainier is located within Thurston County, which is considered an Entitlement County, which means the City is not eligible for the state Community Development Block Grant (CDBG) program. However, the City can apply for CDBG funds directly available from the U.S. Department of Housing and Urban Development (HUD). HUD CDBG grants can be used for infrastructure improvements including but not limited to streets, curbs, water and sewer lines and streetscapes including safe and secure street lighting, signage and landscaping, as well as parks and recreational facilities. This is done under a grant used in creating a suitable living environment, as well as creating economic opportunities. This program requires that the project be within a low to moderate income (LMI) area. An LMI service area does not need to have coterminous boundaries with Census tract borders or other officially recognized boundaries, but must be primarily

residential in nature and the project must benefit all residents of an area where at least 51% of the residents are LMI. More research and information would be necessary to determine if the City would fall within these limits, but there could possibly be grant opportunities within this funding mechanism.

Washington State Department of Ecology Grants**Stormwater Financial Assistance Program**

The Stormwater Financial Assistance Program is for projects that address existing pollution problems and provide a high level of water quality benefit. Based on the soil conditions, some green techniques could be implemented that are low maintenance and would fit. The requirement for this grant is a 25% match or a 15% match for communities that meet hardship criteria.

In Rainier, there appears to be 4 wells operated by the City, 1 each by the fire department and school district, as well as several private wells throughout the area. This Ecology grant could be used to pay for construction of green infrastructure or a storm drain system that outfalls to a Low Impact Development (LID) treatment facility which results in the protection of these wells.

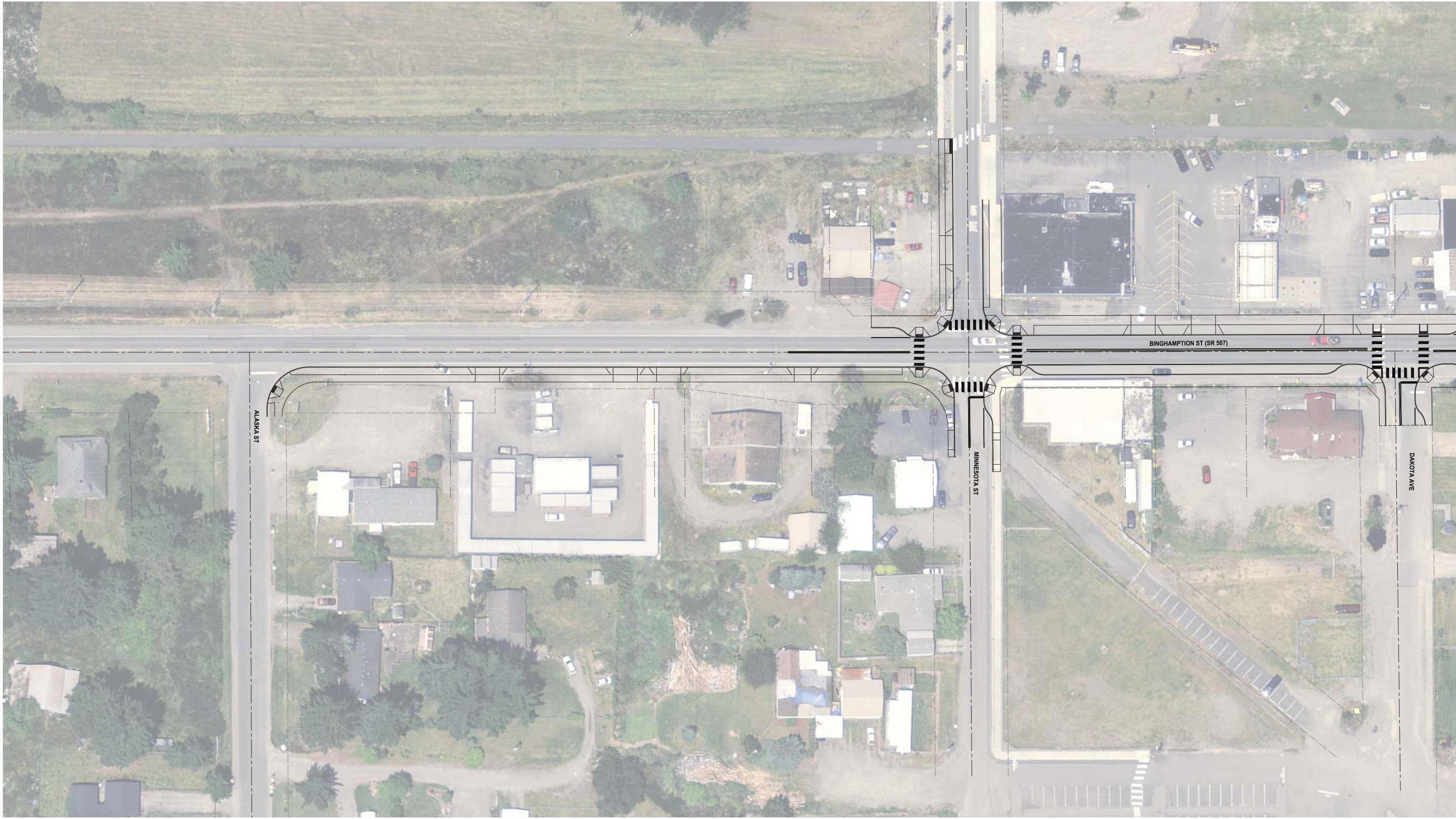
Thurston Regional Planning Council
City of Rainier SR 507/Main Street Improvements
Preliminary Project Estimate
May 11, 2016

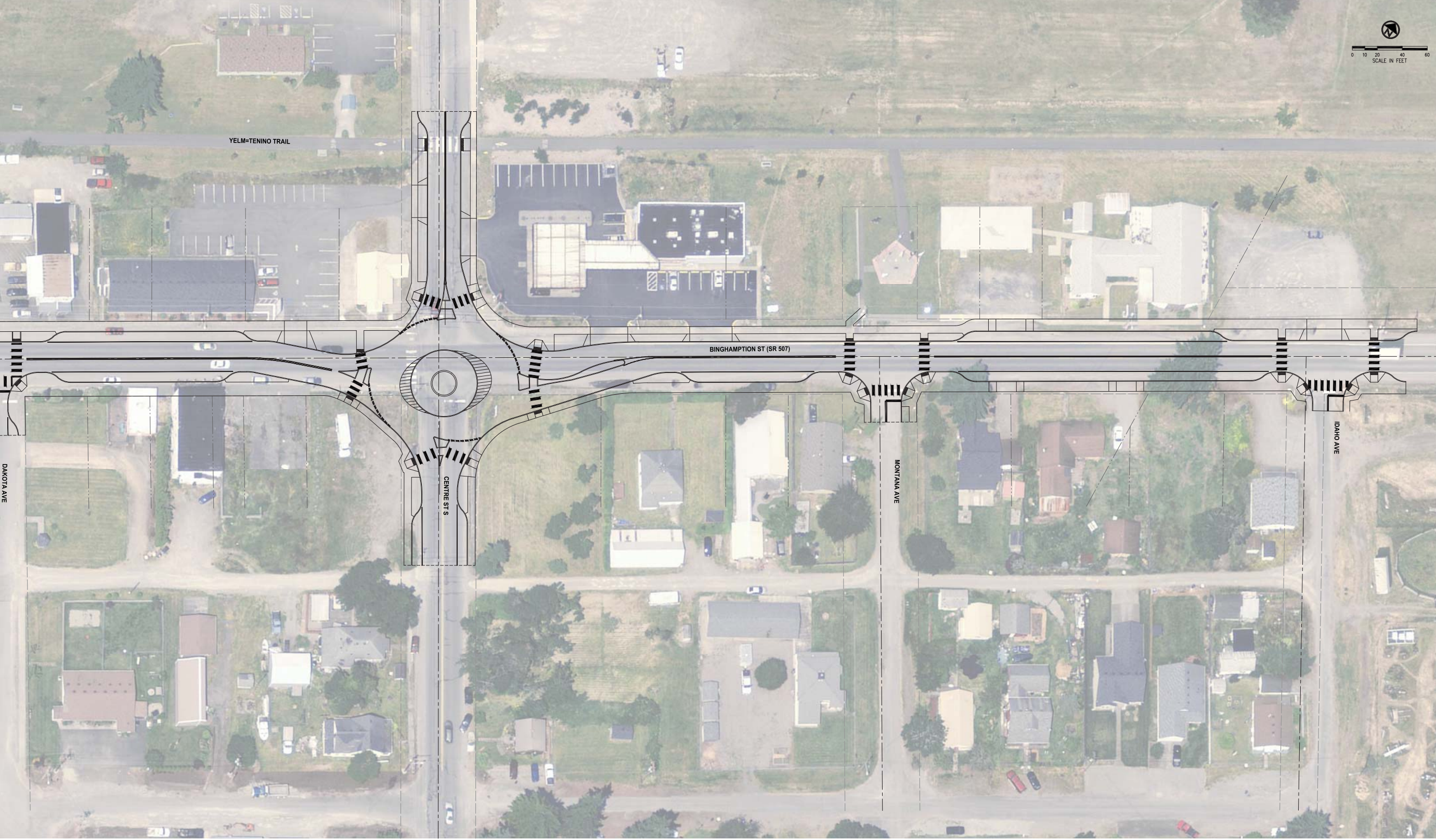
KPG

DESIGN & RIGHT OF WAY COST ESTIMATE					WEST PHASE Alaska St to Dakota Ave		CENTRE ST ROUNDABOUT Dakota Ave to Montana Ave		EAST PHASE Montana Ave to Idaho Ave	
Description	Quantity	Unit	Unit Cost	Total	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
ROW - Commercial	-	SF	\$ 15.00	\$ -	-	\$ -	-	\$ -	-	\$ -
Construction Easement	3,390	EA	\$ 1,500.00	\$ 5,085,000.00	-	\$ -	3,390	\$ 50,850.00	-	\$ -
Settlement Costs	1	LS	\$ 15,000.00	\$ 15,000.00	-	\$ -	10	\$ 15,000.00	-	\$ -
R.O.W. Administration	1	LS	\$ 20,000.00	\$ 20,000.00	-	\$ -	1	\$ 20,000.00	-	\$ -
R.O.W. Agent	1	Parcel	\$ 7,500.00	\$ 7,500.00	-	\$ -	1	\$ 14,600.00	-	\$ -
TOTAL RIGHT OF WAY COST				\$ 100,450.00		\$ -		\$ 100,450.00		\$ -
Preliminary, Design, Survey (15%)				\$ 414,400.00		\$ 152,160.00		\$ 170,830.00		\$ 91,410.00
WSDOT Review Fees				\$ 30,000.00		\$ 10,000.00		\$ 10,000.00		\$ 10,000.00
TOTAL ENGINEERING / MANAGEMENT COST				\$ 444,400.00		\$ 162,160.00		\$ 180,830.00		\$ 101,410.00
TOTAL DESIGN & RIGHT OF WAY COST				\$ 544,850.00		\$ 162,160.00		\$ 281,280.00		\$ 101,410.00

CONSTRUCTION COST ESTIMATE					WEST PHASE Alaska St to Dakota Ave		CENTRE ST ROUNDABOUT Dakota Ave to Montana Ave		EAST PHASE Montana Ave to Idaho Ave	
No. Description	Quantity	Unit	Unit Cost	Total	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
1 Mobilization (8%)	1	LS	\$ 140,100.00	\$ 140,100.00	1	\$ 48,900.00	1	\$ 59,400.00	1	\$ 31,800.00
2 Construction Surveying (2%)	1	LS	\$ 35,200.00	\$ 35,200.00	1	\$ 12,300.00	1	\$ 14,900.00	1	\$ 8,000.00
3 Project Temporary Traffic Control (8%)	1	LS	\$ 140,100.00	\$ 140,100.00	1	\$ 48,900.00	1	\$ 59,400.00	1	\$ 31,800.00
4 Roadway Excavation Incl Haul	2,190	CY	\$ 28.00	\$ 61,320.00	660	\$ 18,480.00	1,070	\$ 29,960.00	460	\$ 12,880.00
5 Removals	101,390	SF	\$ 0.50	\$ 50,695.00	36,030	\$ 18,015.00	43,730	\$ 21,865.00	21,630	\$ 10,815.00
6 Sidewalk	4,390	SY	\$ 35.00	\$ 153,650.00	1,870	\$ 65,450.00	1,180	\$ 41,300.00	1,340	\$ 46,900.00
7 Planter Strip	1,210	SY	\$ 40.00	\$ 48,400.00	650	\$ 26,000.00	420	\$ 16,800.00	140	\$ 5,600.00
8 Hot Mix Asphalt	1,200	TON	\$ 110.00	\$ 132,000.00	290	\$ 31,900.00	710	\$ 78,100.00	200	\$ 22,000.00
9 Crushed Surfacing Top Course	1,320	TON	\$ 32.00	\$ 42,240.00	320	\$ 10,240.00	770	\$ 24,640.00	230	\$ 7,360.00
10 Crushed Surfacing Base Course	1,720	TON	\$ 30.00	\$ 51,600.00	470	\$ 14,100.00	860	\$ 25,800.00	390	\$ 11,700.00
11 Cement Conc. Traffic Curb and Gutter	5,680	LF	\$ 22.00	\$ 124,960.00	2,020	\$ 44,440.00	2,400	\$ 52,800.00	1,260	\$ 27,720.00
12 Cement Conc. Traffic Curb	170	LF	\$ 18.00	\$ 3,060.00	-	\$ -	170	\$ 3,060.00	-	\$ -
13 Cement Conc. Driveway Entrance	730	SY	\$ 80.00	\$ 58,400.00	330	\$ 26,400.00	200	\$ 16,000.00	200	\$ 16,000.00
14 Cement Conc. Sidewalk Ramp	30	EA	\$ 3,000.00	\$ 90,000.00	10	\$ 30,000.00	10	\$ 30,000.00	10	\$ 30,000.00
15 Back of Walk Restoration & Landscaping	2,100	LF	\$ 110.00	\$ 231,000.00	1,050	\$ 115,500.00	450	\$ 49,500.00	600	\$ 66,000.00
16 Roundabout at SR 507 and Old Hwy 99 SE	1	EA	\$ 125,000.00	\$ 125,000.00	-	\$ -	1	\$ 125,000.00	-	\$ -
17 Miscellaneous Utilities	108,200	LS	\$ 0.75	\$ 81,150.00	54,100	\$ 40,575.00	23,100	\$ 17,325.00	31,000	\$ 23,250.00
18 Storm Drainage - New	101,390	LS	\$ 3.00	\$ 304,170.00	36,030	\$ 108,090.00	43,730	\$ 131,190.00	21,630	\$ 64,890.00
19 Urban Design Features	1	LS	\$ 150,000.00	\$ 150,000.00	1	\$ 40,000.00	1	\$ 70,000.00	1	\$ 40,000.00
20 Channelization and Signage	2,100	LF	\$ 20.00	\$ 42,000.00	1,050	\$ 21,000.00	450	\$ 9,000.00	600	\$ 12,000.00
21 School Crossing RRFB	2	EA	\$ 30,000.00	\$ 60,000.00	2	\$ 60,000.00	-	\$ -	-	\$ -
Subtotal Construction Cost				\$ 2,125,045.00		\$ 780,290.00		\$ 876,040.00		\$ 468,715.00
Construction Management, Administration, and Inspection (20%)				\$ 425,009.00		\$ 156,058.00		\$ 175,208.00		\$ 93,743.00
30% Contingency				\$ 765,030.00		\$ 280,910.00		\$ 315,380.00		\$ 168,740.00
TOTAL CONSTRUCTION COST				\$ 3,315,084.00		\$ 1,217,258.00		\$ 1,366,628.00		\$ 731,198.00

TOTAL PROJECT COST		\$ 3,859,934.00	\$ 1,379,418.00	\$ 1,647,908.00	\$ 832,608.00
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THURSTON REGIONAL PLANNING COUNCIL

CITY OF RAINIER SR507 / BINGHAMPTON STREET IMPROVEMENTS

JULY, 2015



APPENDIX F. PUBLIC PARTICIPATION

Since 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.

A. AMENDMENT PROCESS

For proposed amendments to plan text, goals, policies, actions and maps that affect only the incorporated areas within Rainier's urban growth boundary, Rainier alone will consider the proposed amendment. The City's process for considering such amendments will involve public notification and a public hearing as well as a recommendation by the Planning Commission and final approval by the City Council.

For proposed amendments to plan text, goals, policies, actions, and maps that affect the unincorporated areas within Rainier's urban growth boundary, the City and County will each consider the proposed amendments. Per the Thurston County County-wide Planning Policies, Rainier will assume lead responsibility for preparing the joint plan amendments for the urban growth area in consultation with the county. Thurston County will consider any amendments proposed by the City, and their process for considering such amendments will involve a public hearing and approval by both the County Planning Commission and Board of County Commissioners. This process will take place either concurrently with or after the City of Rainier's process.

In accordance with RCW 36.70A.130, proposed amendments to or revisions of the Comprehensive Plan will be considered no more frequently than once every year, except as ordered by an agency or court with authority. The City and County however may also adopt amendments or revisions to the Comprehensive Plan that conform to RCW 36.70A.130 under the following circumstances:

- During initial adoption of a subarea plan.
- Due to the adoption or amendment of a Shoreline Master Program.
- As part of an amendment to a Capital Facilities Element (if it occurs concurrently with adoption or amendment of a city budget).

B. NOTIFICATION

The City of Rainier will notify property owners or other affected or interested parties of proposed amendments to the Comprehensive Plan or development regulations, in a manner similar to the notification requirements under the State Environmental Policy Act (SEPA).

The City will further:

- Notify the Washington State Department of Commerce at least 60-days prior an intended date of adoption for any changes to the Comprehensive Plan or development regulations.
- Provide copies of the Comprehensive Plan and development regulation amendments to affected jurisdictions and those parties that have expressed an interest in reviewing the documents.
- Submit a signed copy of the adopted Comprehensive Plan and development regulations to the Department of Commerce within 10 days of the adoption of the ordinance.

C. PUBLIC PARTICIPATION PLAN

Amendments to Comprehensive Plans under the Growth Management Act require cities and counties to develop a Public Participation Plan. In Rainier, public participation in the update of Comprehensive Plans will meet the requirements in 36.70A.035(1) at minimum, and will include:

- Public participation early and often throughout the update.

- Posting of information pertaining to the amendments in conspicuous locations in the community (including the Post Office and City Hall).
- Publishing information in the newspaper of general circulation.
- Providing notice to individual property owners about site-specific changes.

The purpose of these items is to provide citizens with information about, and an opportunity to comment on the City's Comprehensive Plan. Potential additional methods of notification include:

- Inserting informational flyers into water bills.
- Holding open houses hosted by Planning Commission or Council.
- Posting notification to the City's website.

APPENDIX G. REGULATORY TAKINGS

Government agencies within Washington State are required to assure that their regulatory or administrative actions do not result in an unconstitutional taking of private property. The Washington State Attorney General's office published an advisory memorandum that provides a recommended process for evaluating proposed regulatory or administrative actions to avoid unconstitutional takings of private property (December 2015). The memorandum identifies five 'warning signals' cities should take note of when considering a regulatory taking:

1. *Does the regulation or action result in a permanent or temporary physical occupation of private property?*
2. *Does the regulation or action deprive the owner of all economically viable uses of the property?*
3. *Does the regulation or action deny or substantially diminish a fundamental attribute of property ownership?*
4. *Does the regulation or action require a property owner to dedicate a portion of property, to grant an easement, or to undertake some independent financial obligation?*
5. *Does the regulatory action have a severe impact on the landowner's economic interest?*

Whenever a regulation or action is proposed by the City that may have a detrimental effect on a property owner, the City will consult with staff and its legal counsel to determine whether or not the taking is reasonable and constitutional, and whether there are reasonable and financially viable alternatives available to the City.