

Update - Tumwater City Plan 2035

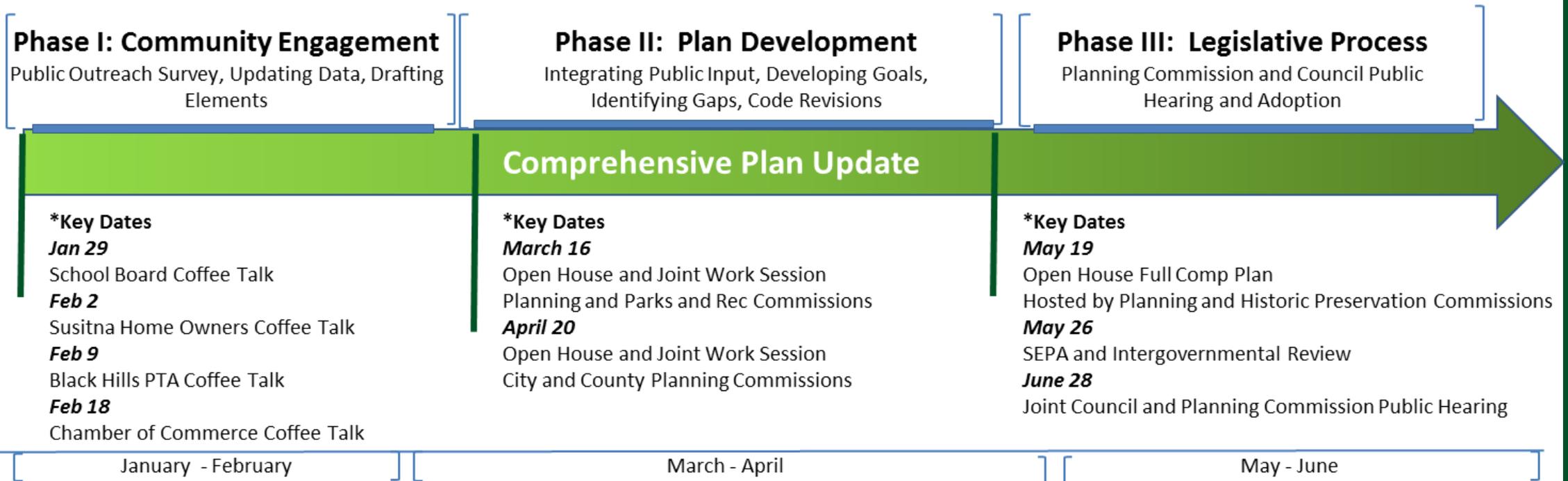
Tumwater, WA

Planning Commission Briefing #2 – Land Use Element
April 26, 2016



Process Goals

2016 Community Engagement Timeline



Community Surveys – What are we hearing so far?

- **Provide more transportation choices.**

Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

- **Promote equitable, affordable housing.**

Expand location- and energy-efficient housing choices to increase mobility and lower the combined cost of housing and transportation.

- **Enhance economic opportunity.**

Improve economic competitiveness through reliable and timely access to worksites, educational opportunities, services and other basic needs.

- **Value communities and neighborhoods.**

Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods. Employ strategies like mixed-use development and land recycling—to increase community revitalization and the efficiency of infrastructure investments.

National initiatives may help Tumwater's policy gaps...

Community, Health & Human Services, and Local Food Systems

- Healthy Corner Store Initiative

Economy and Health & Human Services

- Next Century Cities Initiative

School & Transportation and Transportation Systems

- Safer People, Safer Streets Initiative

Solid Waste

- Toward Zero Waste Initiative

General

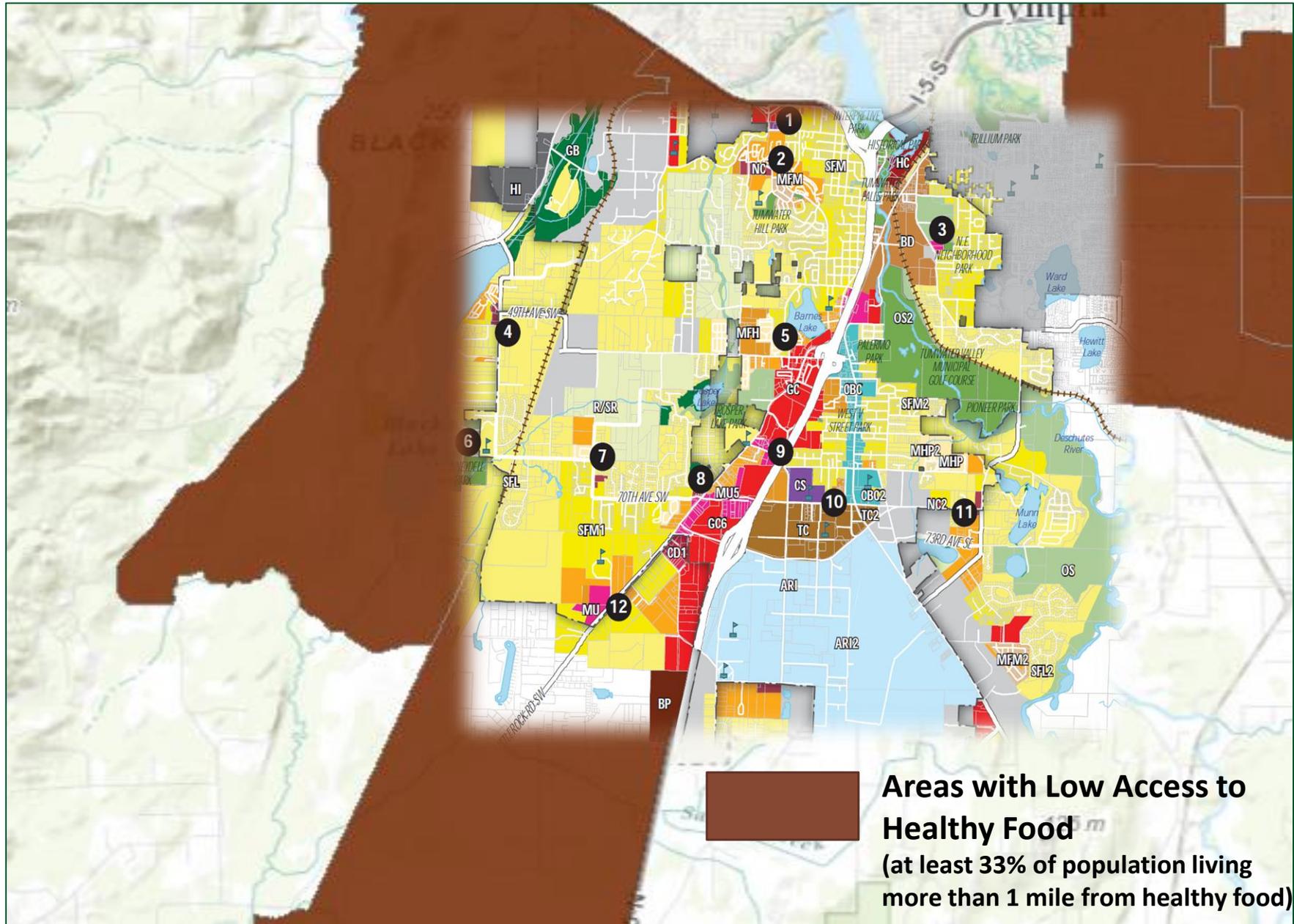
- Livable Communities Initiative – Neighborhood Level Planning

Why Healthy Corner Stores?

- **Convenient access** - walking or biking distance of local residents
- **Local taste** - foods and goods meet needs of the local area residents
- **Local character** - preservation of existing store buildings
- **Places to meet neighbors** - help build a sense of community
- **Neighborhood revitalization** - economic development
- **Crime prevention** - increased street activity
- **Reduced vehicle emissions** - less driving is needed for local shopping
- **Reduced parking** - corner stores require little or no parking
- **Potential increase in physical activity**



Healthy Corner Stores



Sample Healthy Corner Store Policies

- **Allow in Residential Zones** - Allow corner stores in residential zones subject to certain requirements that include size, location, design, and compatibility with residential use.
- **Allow on Residential Streets** – Permit corner stores on residential streets if they are located in buildings that were originally designed and built for them.
- **Use Historic Buildings** - Allow retention and expansion of stores located in historic buildings (typically former stores) in single or multifamily residential zones subject to certain criteria.
- **Incentivize** - Provide financial incentives to those interested in developing or upgrading corner stores (such as grants, loans, and tax benefits).
- **Easy Permitting** - Streamline licensing and permit processing for corner stores.
- **Promote** - Ensure that economic development programs support the continued operation of small neighborhood stores and promote their development.
- **Limit Big Box Retail** - Limit the size of retail development projects, including big-box retail, in specific neighborhoods (neighborhood business districts, downtowns, etc.).

Next Century Cities

Gigabit Level Internet attracts new businesses and creates jobs, improves health care and education, and connects residents to new opportunities.

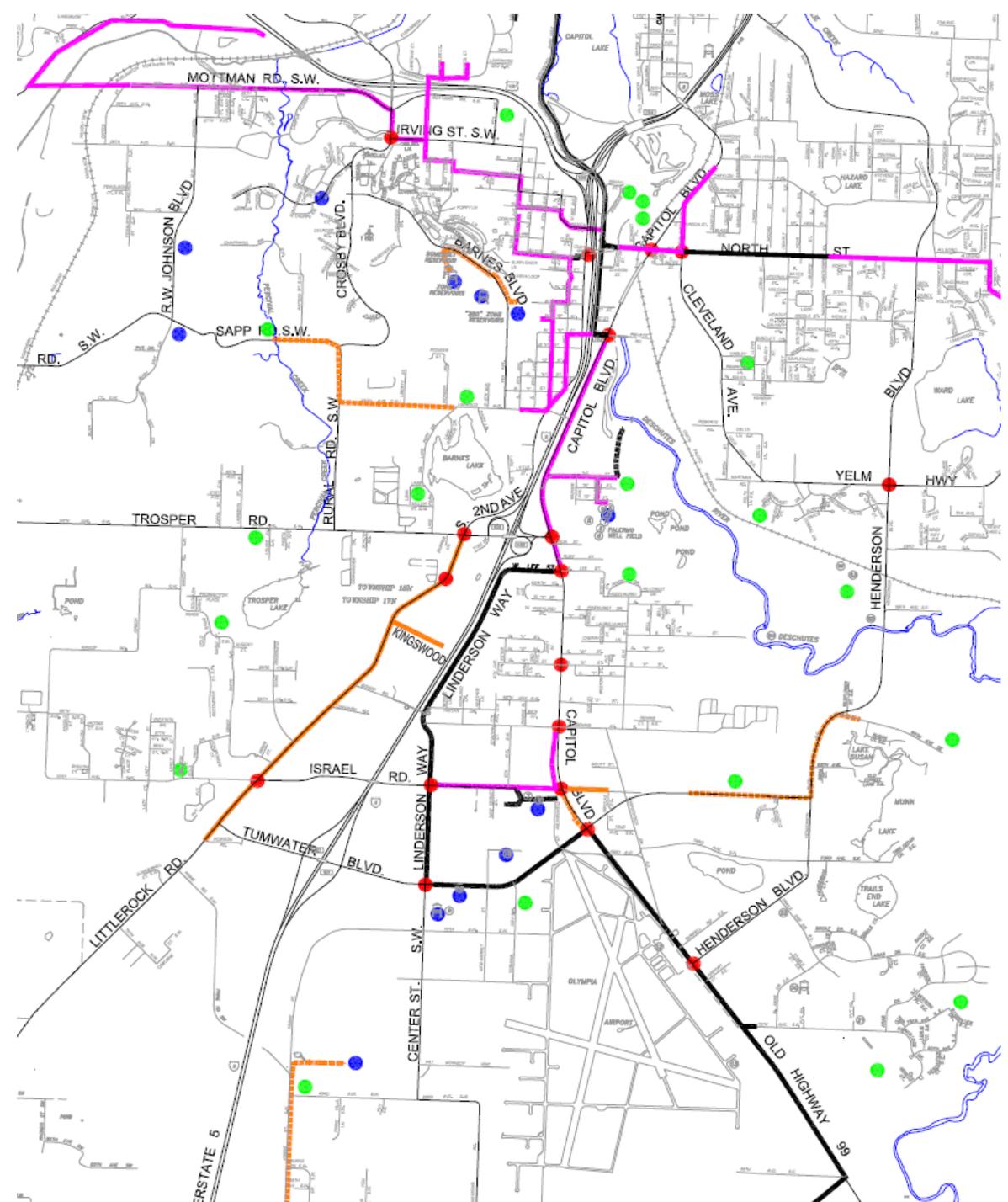
Potential Policy Framework:

- Municipal Code
 - Dig once for efficient building
 - Creating broadband-ready buildings
 - Permitting and rights of way management
- Internet Access as Infrastructure Investment
 - Connecting government offices and institutions with fiber networks
 - Provide building blocks for broadband
 - Serve citizens with a public network
 - Team up with private partners

Tumwater's Fiber Optic Network

- EXISTING UNDERGROUND FIBER OPTIC CABLE *
 - EXISTING AERIAL FIBER OPTIC CABLE
 - EXISTING CONDUIT FOR FIBER OPTIC CABLE *
- * SOLID LINE = 4" CONDUIT, DASHED LINE = 2" CONDUIT
- TRAFFIC SIGNALS
 - WATER UTILITIES
 - SEWER LIFT STATIONS

SCALE: 1" = 3000'



Safer People – Safer Streets

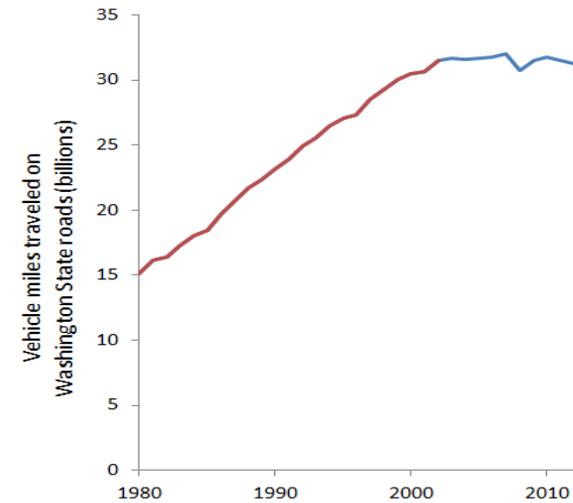
- **Pedestrians and Cyclists are vulnerable road users**
 - 30 percent of all traffic fatalities and serious injuries in cities
 - When involved in a traffic crash, pedestrians and cyclists are killed 93% of the time
- **Urban & Community Centers**
 - More than 85 percent of crashes involving pedestrians or bicyclists occurred in urban areas since 2009
- **Speed vs. ‘Speeding’**
 - A pedestrian or cyclist hit by a car at 40 mph has an 85 percent chance of being killed



Other Important Trends

- Rising/fluctuating fuel prices
- Health & environmental concerns
- Technology
- Aging population
- Rising maintenance needs and costs + declining transportation revenue (gas tax).
- Increased urbanization & resulting traffic

Declining Miles Traveled on WA Roads



Source: Sightline



More Trends...

- **Millennials are driving less** – down 23%
- **K-8 children walking to school increasing** –up 27%
- **Commuting has changed** - commute trips make up less than 20% of all vehicle trips during peak hour - from 1969, down from 45%



More people need accessible streets...

About 15% of our population has impairments which reduce and limit their mobility.



Another 20% of the population has temporary mobility challenges at any given time.



Walkability is where the money is

- Higher Walkscores = Higher Home Values
- When retail and services are close to homes, people walk

CURRENT WALKABLE URBANISM			WEALTH		EDUCATION LEVEL	
RANK	METRO AREA	% of Office & Retail Space Located in WalkUPs	Metro GDP per Capita (Chained 2005 Dollars)	Rank: GDP	% of Population 25 & Over with Bachelors Degree	Rank: Education
1	Washington, DC	43%	\$66,400	2	48%	1
2	New York	38%	\$59,400	6	37%	7
3	Boston	36%	\$58,400	7	42%	3
4	San Francisco	30%	\$69,900	1	43%	2
5	Chicago	29%	\$51,400	12	34%	10
6	Seattle	27%	\$64,200	3	37%	6
7	Portland	22%	\$62,000	5	34%	11

Cortright, Joe. 2009. Walking the Walk: How Walkability Raises Home Values in U.S. Cities. CEOs for Cities.

Handy, Susan, K. Butler, and R.G. Paterson. 2003. Planning for Street Connectivity – Getting from Here to There. APA.

Christopher B. Leinberger & Patrick Lynch. 2014. Foot Traffic Ahead, Ranking Walkable Urbanism in America's Largest Metros

Existing Facilities Are Inadequate

- Sidewalks for pedestrians are expected in urban areas
- Lanes are too narrow for motorists to share with bikes
- Streets are too wide and lack crossing opportunities
- Lack of accommodations for people with disabilities



Sample Safer People Safer Streets Policies...

- Adopt land use based street design guidance (NACTO endorsed by WSDOT and USDOT)
- Adopt Multi-Modal Level of Service (LOS) standards
- Expand bicycle and pedestrian data collection
- Establish bicycle and pedestrian advisory body
- Conduct a local traffic safety campaign
- Identify and prioritize projects or areas for improvement

What is land use based street design?



Rural

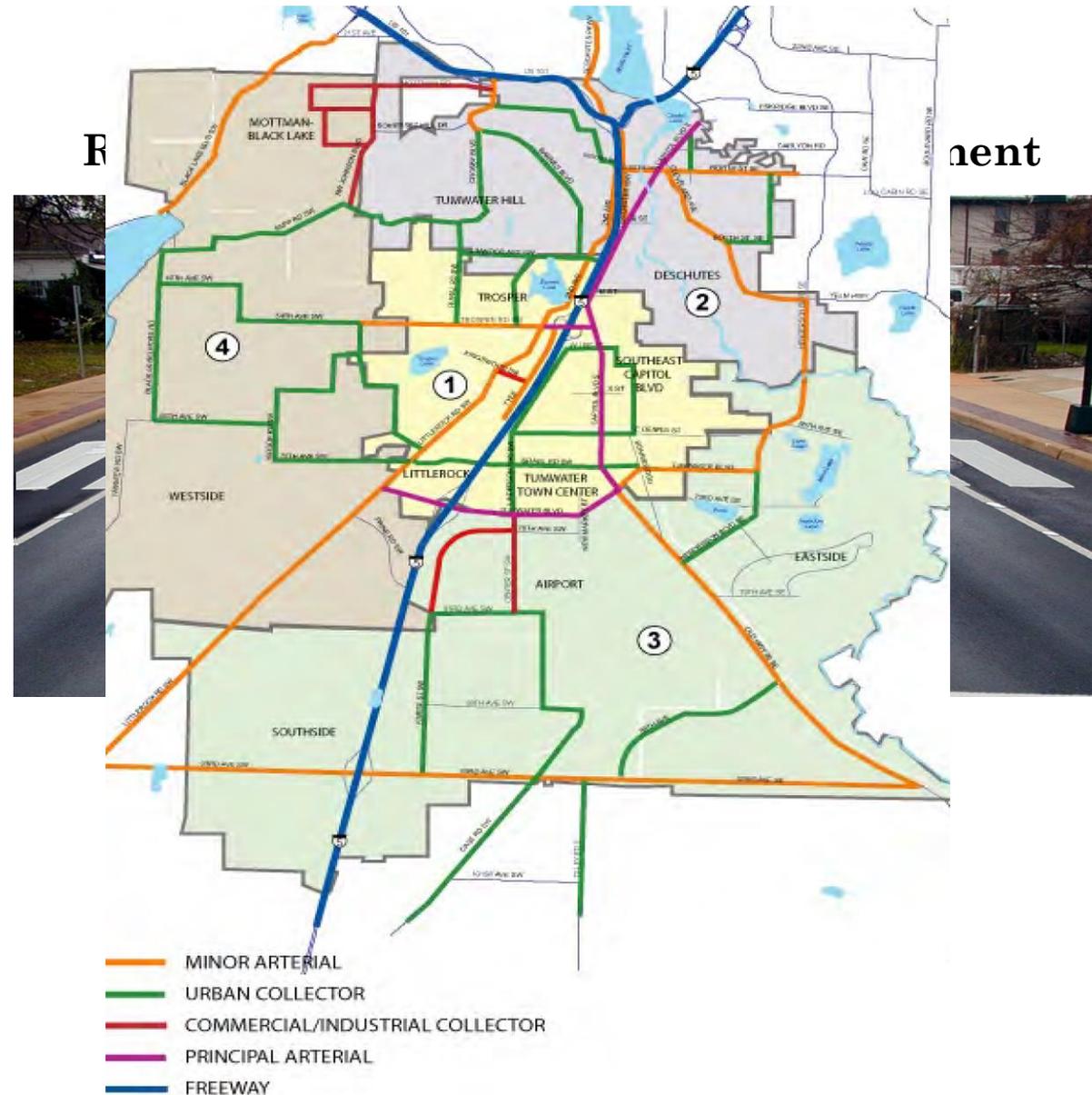


Urban



Design to Match Land Use

Tumwater Classification System (RCW 35.78.010)	NACTO Urban Street Design Guide – Land Use Based Street Types
Interstate	
Other Freeways / Expressways	
Principal Arterial	Downtown 1-Way Street
	Downtown 2-Way Street
	Downtown Thoroughfare
	Boulevard
	Residential Boulevard
	Transit Corridor
Minor Arterial	Neighborhood Main Street
	Neighborhood Street
	Boulevard
	Residential Boulevard
Collector	Neighborhood Main Street
	Neighborhood Street
Minor Collector	Residential Shared Street
	Commercial Shared Street
Local Access	Residential Shared Street
	Commercial Shared Street
	Commercial Alley



R

ment

Toward Zero Waste

- The average person generates 4.4 lbs. of waste each day
- Thurston County Waste and Recovery Center serves Tumwater - collects 550 tons of solid waste per day - 4 tons of recyclables
- Solid waste management is an important contributor to greenhouse gas (GHG) emissions – Washington must, by law reduce 25 percent by 2020 & 80 percent by 2050 (below 1990 levels)



Sample Policies – Toward Zero Waste

- Providing assistance to dramatically increase recycling and re-use
- Seizing green economic opportunities to build local markets, jobs and firms in recycling, re-use, and related material management efforts
- Encouraging innovative and alternative technologies (e.g., gasification or pyrolysis) for converting municipal solid waste to energy or fuel on a limited basis
- Increasing producer responsibility to reduce waste that needs to be recycled or disposed of by municipalities and eliminate products containing toxic chemicals from disposal; and
- Developing integrated solid waste management systems that minimize the amount of material that must ultimately be disposed of.

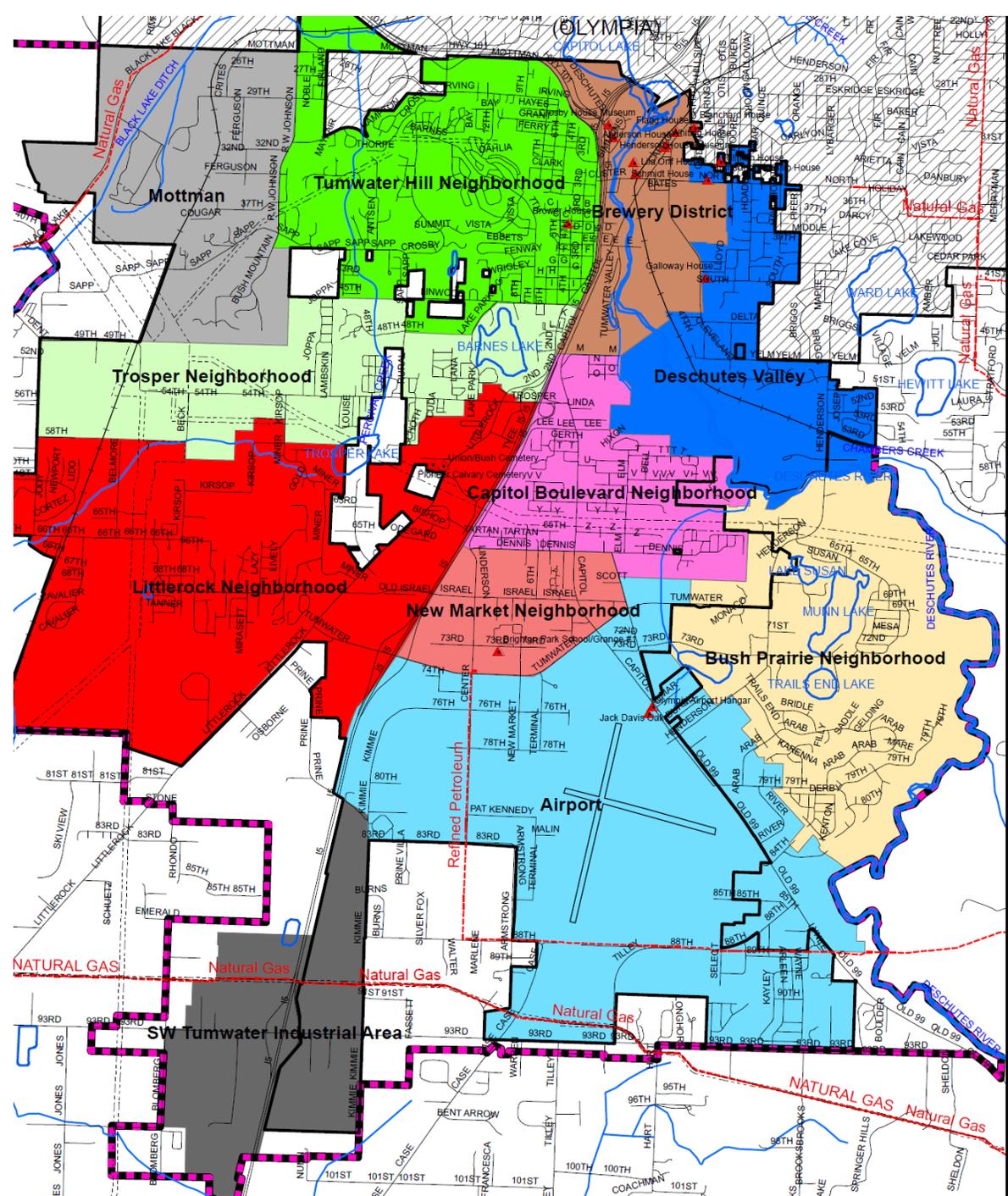
Livable Communities

According to US HUD-DOT-EPA, a livable community has:

- A variety of safe and convenient options for transportation
- Affordable housing choices for households of all economic standings
- Easy access to goods, services, and open space for every resident
- A stable, efficient, and diverse economy
- Plans and policies that prioritize maximum utilization and maintenance of existing infrastructure over expensive expansions
- Accessible public processes that insure community involvement in long-term planning

Neighborhood Planning

- Local focus or scope of planning
- Tailor solutions to a specific areas needs
- Creates a sense of self-determination within the community



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Goal	What Does That Look Like?	Measurement of Progress
Provide More Transportation Choices	Multiple safe and convenient options for people to walk, bike, or ride in order to reduce congestion and air pollution, lower transportation costs, and improve public health.	Total percentage of trips made on foot, biking, transit, or rideshare Changes in trip making resulting from transportation or other investments
Promote Equitable, Affordable Housing	A variety of housing choices that are affordable for all, and reverse a long-standing trend of steadily increasing housing costs.	Percentage of rental units and owner-occupied units affordable to households earning 80% of area median family income
Enhance Economic Opportunity	<p>New growth and sustainability benefits extend to all community members, reducing costs and ensuring access to vital services for both the general population and for low to moderate income households</p> <p>A stable, efficient, and diverse local economy that is better able to withstand economic shocks.</p>	<p>Proportion of average household income spent on housing and transportation costs, access to healthy food choices, and access to open space.</p> <p>General local government debt-to-revenue ratio</p> <p>Return on investment (ROI) – estimated for planned projects</p>
Value Communities and Neighborhoods	Focusing new housing and commercial growth in areas that have already been urbanized increases the vitality of existing communities and safeguards rural and agricultural landscapes. It also makes better use of existing public infrastructure while avoiding the expense of expanding infrastructure to new areas	Net acres of agricultural and natural resource land lost annually to development per new resident

What's Next?

- **May 10th** – Design Guidelines – Joint City Council/Planning Commission
- **May 19th** – Joint Planning/Historic Preservation Commission
- **May 24th** – Public Hearing Planning Commission Meeting

Please send comments on Utility and Land Use Elements