Growing a Community Park from the Roots Up

In her travels around the community, Alicia Elliott kept returning to the blight on the corner of Harrison Avenue and Division Street — a major intersection in west Olympia. “We can turn this eyesore into a neighborhood asset — a park for us,” she thought.

The West Central Park block grew from the roots of that transformational vision. Armed with her real estate experience and a focused drive, she planted a section of the park in 2012. By 2013, The West Central Park Project nonprofit formed with a clear direction: “We envision a green, walkable neighborhood and a resilient, connected community.”

Now, five years in, the park hosts Sunrise Easter services, summer movies, and free concerts that provide an opportunity for everyone to sit and just be “normal humans” together.

But the park was just part of the plan. Elliott purchased additional land, and keeping the bones and historical roots of the land and buildings, she created the bright corner for

Thurston County’s Flood Plan Earns High Marks, Saves Dollars

The Thurston County Board of Commissioners in October adopted the Thurston County Flood Hazard Mitigation Plan, which benefits Thurston County’s environment and economy by protecting against flood hazards and lowering insurance premiums.

The Thurston Regional Planning Council (TRPC) helped the County develop the plan and sought opportunities to align its goals, policies, and mitigation initiatives with Sustainable Thurston Goal PS-2: Create a resilient region by improving disaster preparedness, response, and recovery efforts, as well as by expanding public safety education.

See PARK, page 3

See FLOOD, page 13
Leadership & Participation

Housing Density Rises As Urban Areas Absorb Most of Region’s Growth

Now in its second year, the Sustainable Thurston Report Card shows that the region is making significant progress toward meeting goals to increase urban growth and reduce sprawl. The region is falling far short of its goals to reduce waste and ensure residents have the resources to meet their basic needs, however.

The report card includes 30 measures of sustainability and builds on TRPC’s Regional Benchmarks for Thurston County, which tracked the region’s progress toward meeting goals of the 1990 Growth Management Act. Such sustainability measures are grouped into six categories — Community, Economy, Opportunities & Choices, Investment, Environment, and Transportation — and feature information about what’s being measured, why it’s important, and what we can do make progress.

Progress is expressed like a weather forecast — sunny, partly sunny, and cloudy.

Four regional goals and targets are listed below; explore the complete list at www.trpc.org/reportcard.

Planning & Acting Toward Zero Waste in the Region

Solid waste collected per person is above the levels needed to reach the region’s 2035 targets. Per capita waste collected has increased recently from a low of 1,140 pounds per person in 2012.

<table>
<thead>
<tr>
<th>Year</th>
<th>Solid Waste (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>1,100</td>
</tr>
<tr>
<td>2016</td>
<td>1,300</td>
</tr>
</tbody>
</table>

Building Neighborhoods that Support Transit

The average density of new residential development in north county urban areas has increased since the late 1990s and exceeds the 2035 target. However, average density in urban centers, corridors, and infill areas has decreased and remains below the 2035 target.

<table>
<thead>
<tr>
<th>Year Range</th>
<th>Density (housing units/acre)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000–2004</td>
<td>5</td>
</tr>
<tr>
<td>2010–2014</td>
<td>8</td>
</tr>
</tbody>
</table>
Phoebe’s Café. Her plans also call for an art center “with a kiln, studio and retail space, and classrooms” and later a repurposed building dedicated to music.

As we talk into the late afternoon, the sounds of saws and hammers signal more progress — on a bed-and-breakfast spot, a commissary to support the carefully planned spaces for three food trucks, and a restaurant — likely vegan. One of the carpenters stops for a chat, exuding enthusiasm for this project — for repurposing rather than replacing older buildings.

Elliott and the carpenter discuss some frustration with jurisdictional parking rules, noting that people from the neighborhoods can bike or walk and others can ride the bus. They know folks need parking, but is it the highest and best use of this land?

They also talk about the need for more incentives to repair and restore older structures.

The park is built on partnerships. Elliott adorned her office walls with artwork from some of the partners — colorful flowers and intense line drawings — created by several people who are homeless who have joined the weekly Sunday Work Parties. She thanks Gloria Dei Lutheran Church for its support on the farmers’ market and fundraising, Senior Services for South Sound, and Community Youth Services. She also applauds Intercity Transit’s actions to move the bus stop just a bit to allow for better access. “I’m striving for sustainability in every step — including stewardship partners,” says this “mother” of the park.

The community park is helping the Thurston Region achieve at least two Sustainable Thurston priority goals: Create vibrant centers, corridors, and neighborhoods while accommodating growth; and, Create a robust economy through sustainable practices. Check and check.

To learn more, please visit www.aparkforus.org.

<table>
<thead>
<tr>
<th>Conserving Environmentally Sensitive Lands &amp; Rural Resource Lands</th>
<th>Ensuring Residents Have the Resources to Meet Their Daily Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROTECTING RURAL &amp; RESOURCE LANDS</strong></td>
<td><strong>COST-BURDENED HOUSEHOLDS</strong></td>
</tr>
<tr>
<td>The share of new growth locating in rural Thurston County is decreasing, although still above targets for 2035. The density of new development in rural Thurston County is decreasing.</td>
<td>The percentage of households that are cost-burdened or severely cost-burdened is more than double the targets set for 2035. Since 1990, there has been no significant change in cost-burdened households and a slight increase in severely cost-burdened households.</td>
</tr>
</tbody>
</table>
Tumwater Toasts To A New Craft Brewing & Distilling Center

When the former Olympia Brewery blew its final whistle, one of the largest employers in Thurston County closed its doors to hundreds of family-wage workers in Tumwater. The closure left a painful jobless scar and a collection of deteriorating buildings near Tumwater Falls. Miller SAB’s sale of the Olympia Brewing Company stipulated that the production of alcoholic beverages was forbidden to take place on this historic Tumwater property, ever again.

But perhaps like Prohibition, if there’s a will, there’s a way.

With abundant water, fresh hops, and entrepreneurial spirit, the tradition of brewing lives on in the South Sound. Several local microbreweries have started since the Olympia Brewery closed, including Lacey’s Top Rung Brewing and Olympia’s Fish Brewing, Three Magnets Brewing, and O-Town Brewing. Craft distilling also is establishing a foothold, with the likes of Tenino’s Sandstone Distillery and Olympia’s Shoebox Spirits.

Tumwater is also capitalizing on this growing market, bringing together like-minded brewers and distillers in the Craft Brewing & Distilling Center, now under construction in the Deschutes River Valley, near the former Olympia Brewery. The project, part of Tumwater’s nascent Brewery District, will be a “Center of Excellence” for Washington’s rapidly growing brewing and distilling industries.

“The Center of Excellence would have a regional focus to facilitate craft brewing and distilling activities, extend industry research, education, workforce training, and public information,” noted a City fact sheet. “Such a facility would serve as an incubator for small brewers and distillers and provide public amenities such as a museum, river walk, trail connections, and preservation of the iconic and historic Old Brewhouse.”

South Puget Sound Community College (SPSCC) plans to lease space for its new craft brewing and distilling program. Next fall, SPSCC students will be able to begin work on a degree in brewing, distilling, and cider-making — a program that is believed to be the first of its kind in the nation, according to Noel Rubadue, the college’s Dean for Corporate and Continuing Education.

In addition to SPSCC, Heritage Distilling of Gig Harbor is committed to locating its operations at the Craft Brewing & Distilling Center. While construction is underway, long-term plans for the site are still being worked out between the City and the center’s developer, John Peters, according to Tumwater City Manager John Doan.

The opportunity to develop the center as a public-private partnership, reintroduce an important piece of Tumwater’s heritage, and build support for a much-loved industry is a big win for the City of Tumwater and the region, Doan said. Indeed, the center will help the region achieve several Sustainable Thurston goals, including:

[Goal EC-2] Foster industry clusters to create jobs and increase revenue circulation locally, and
[EC-6] Foster a progressive education system to match worker skills with employer needs.

“This project is a step in the right direction for the City of Tumwater,” Doan added. “It not only will fulfill the objectives of Sustainable Thurston, the center will provide training, create jobs, and promote economic vitality.”

Construction begins on Craft Brewing & Distilling Center.
Passing through Rochester on your way to the coastal beaches, you might not give a thought to what’s there. It’s unincorporated, it’s rural, it’s on the Bountiful Byway. And it’s got more going for it than you might see with just a glancing look: Rochester has a main street (US 12), sidewalks, neighborhoods, great local businesses, and a public passionate about its community.

Thurston County is taking note. In 2016, the County secured funding to study Rochester’s commercial core (generally from Bailey’s IGA to the intersection with 183rd Ave. SW) and consider ways to balance US 12’s dual role as an important regional transportation corridor and as Rochester’s “Main Street.”

Dubbed Main Street Rochester, the ongoing project is looking at ways to expand opportunities for getting around (and through) Rochester safely, strengthening Rochester’s community identity, and helping businesses succeed. Ultimately, the County wants to know what infrastructure improvements (sidewalks, stormwater, etc.) are most important to the community and support these goals so that it can prioritize the work that needs to be done.

Since Rochester is unincorporated, improvements to the highway corridor are generally the responsibility of the Washington State Department of Transportation (WSDOT). Coordinating and partnering with the state agency is imperative to the success of this project.

In November 2017, the project team — which includes TRPC staff — hosted a technical workshop and asked state and local government members and other strategic implementers to walk the corridor, look at it in more depth, and identify problems and possible solutions. From the viewpoint of these experts, the success of the project relies on capturing the community’s vision as part of planning efforts and forging a strong partnership between Thurston County and WSDOT to make implementation of the community’s vision possible.

To capture the community’s vision, the project team is seeking the community’s input through a community focus group, public workshops, and surveys geared to businesses, residents, and Rochester Middle School. As of press time, more than 900 people had responded to the community survey; responses include:

- “I like the small community feeling and do not want a lot of development in the area. There are too many houses being built already.”
- “I used to try to walk around town, but got tired of being in mud or gravel all of the time and the uneven footing while trying to carry anything. I wish that there was a place like a bakery or...
Some might disagree with the notion that a bank or credit union is the backbone of a small-town economy. But what if your town’s bank closes its doors and consolidates operations elsewhere? What if the only financial institution left in town is a branch operation with limited services, run out of a grocery store?

Tenino residents can tell you the answers. When Key Bank shuttered its branch at 149 Sussex Ave W. in 2015, O Bee Credit Union’s small branch in the local grocery store was the only financial institution left in town. Key Bank put a restrictive covenant on the sale of its former building, a move that would have prevented its use as a bank by any potential buyers.

When City officials found out about the restrictive covenant, they pressed Key Bank to remove this condition of sale, reasoning that the highest and best use of the building was a financial institution. Key Bank relented, and O Bee Credit Union was able to buy the property and move into the prime location along Tenino’s “Main Street.”

“KeyBank was approached from the top, bottom, and middle to make it clear at every level that Tenino would not quietly allow what we feel is our financial center to be shuttered,” said Tenino Mayor Wayne Fournier, whose City Council adopted a resolution declaring the importance of the building to the historic downtown and to the city’s residents of all ages and abilities.

Opening in October 2017, the newly remodeled building ensures that residents and businesses have a place to bank a short distance from a post office, library, restaurants, and other businesses and services. The new bank also adds jobs and recognizes the community’s roots: Historic photos of Tenino and the Olympia Brewery are displayed throughout the bank’s interior.

“Theyir brewery history has always been part of their culture, but this building embraces their roots,” explained Joyce Worrell, past president of the Tenino Area Chamber of Commerce. “The pub atmosphere is reminiscent of the brewery tasting room where the community met and workers gathered after the end of a shift.”

The new bank and community coordination behind it are consistent with several Sustainable Thurston goals, including: [EC-1] Coordinate economic development efforts to attract and retain businesses and jobs; and, [C-2] Create safe and vibrant South County city and town centers that foster entrepreneurship, active transportation, civic pride, and a sense of place.
New Report Explores State of Our Transportation System, Finds Funding Shortfalls

During its 2015 retreat, the Thurston Regional Planning Council asked agency staff to develop a State of Our Transportation System report that answered a simple question: What is the current state of our transportation system?

In 2017, staff members worked with TRPC, the Transportation Policy Board, and local and state partners to develop the first of what is envisioned to be a series of reports. The first report focused on pavement preservation, bridges, and fish passage barriers. Such work helps move forward Sustainable Thurston transportation action T-1.01: Dedicate sufficient revenue to pay for system maintenance and preservation. Raise additional revenues for this purpose if necessary through Transportation Benefit Districts or other means.

We learned that:

- Roadways are in good condition today. Local jurisdictions collectively spend around $10 million annually on pavement preservation; it would take $25 million to maintain roadways in their current condition. Without additional resources, in 10 years, the average roadway condition will be poor. This is problematic for two reasons: 1) poor condition roadways lead to public dissatisfaction; and, 2) preventative maintenance is much cheaper in the long run — about half the cost of deferred maintenance — or letting roadways degrade and rebuilding them.

- 97 percent of Thurston County bridges are in good or fair condition. Funding is identified or being identified for all the vehicle bridges currently in poor condition. One concern is that there isn’t much funding for repairs and retrofits to keep bridges in fair or good condition. The report also highlighted concerns about I-5 overpasses that are structurally sound but functionally obsolete, or too low. They are clipped regularly by large trucks, leading to traffic snarls and costly repairs.

- State law requires that structures in streams provide for fish passage barriers. We estimate it will require around $138 million to correct all the fish passage barriers in the county that are the responsibility of local governments. At the current rate of correction, that could take 60-80 years.
With four goals and more than 30 actions, Sustainable Thurston planted seeds to grow our local food systems’ economic vitality, environmental stewardship, and community coordination.

Three years after TRPC adopted the plan, our region is measuring progress, planning next steps — and taking time to taste what we’ve reaped and sown, of course.

About 175 people packed a South Puget Sound Community College building on Oct. 20 for the Local Flavors Tasting Salon, which featured bites from local food producers and artisans, and sips of local craft beer, cider, wine, and spirits. Attendees of the Friday evening event knew they were in for a treat when they moved straight from the registration table to samples of Sofie’s Scoops gelato, made from Tenino-based Tunawerth creamery milk. As people wandered through the tables of delectable nibbles, listening to the live music, they talked of smoked salmon and duck egg quiche, kombucha, beet salad, the lovely cheese and honeycomb display, and many variations of “I didn’t know we had so many unique and delicious culinary treasures in this area.”

Sponsoring the summit was the South Sound Food Systems Network, which grew from Sustainable Thurston’s ad hoc Local Food Systems Team. In 2016, the Network merged with the Thurston Thrives Food Action Team and the Thurston Asset Building Coalition Food Hub to better align efforts within Thurston and surrounding counties.

The Network’s mission — to grow a vibrant local food economy, ensure broad access to healthy foods, and steward South Sound’s environment — was exemplified in both the Friday Tasting event and the all-day Saturday Food Summit.

Centered by more locally sourced food, prepared by the college’s culinary students, the Saturday event provided an array of breakout sessions to fit many tastes: Agricultural infrastructure and help for new farmers and food businesses; celebrating local food varieties; food waste; discovering the flavor palate; food justice and injustice; bees; soil science; medicinal properties of wild plants; fermenting; food stories; and sustainable meat.

Over 240 attendees also discussed strategies for keeping the momentum and energy flowing.

The organizers branded nearly half of the sessions as “kid-friendly,” with activities for children and adults. This goal of inclusivity and a “place for all at this table” was
The Thurston Regional Planning Council is bolstering its online tools to reduce commute trips — which helps save workers time and money while reducing automobile pollution and congestion.

TRPC administers the Commute Trip Reduction (CTR) program for Thurston County worksites that are affected by Washington’s CTR Law. The law affects about 200 worksites, including all state government agencies in the urban growth areas of Lacey, Olympia, and Tumwater.

Each CTR worksite has an Employee Transportation Coordinator (ETC) who is responsible for implementing CTR at the worksite. TRPC offers CTR “Basic Training” for new ETCs, and holds quarterly networking sessions — both of which are well attended.

New web tools are enhancing TRPC’s work.

In 2017, TRPC rebranded its ThurstonCommutes.org website. The website provides ETCs with basic information on a wide variety of CTR topics, from meeting requirements to stay compliant with the law, such as submitting annual reports and the biennial CTR survey of employees, to promoting CTR at the worksite through subsidies and incentives, promotions, CTR supportive amenities, and other means. New online resources include:

- An overview of CTR basics, both for ETCs who are awaiting Basic Training and for veteran ETCs needing a refresher
- A calendar for upcoming CTR events, such as Networking Sessions and Basic Training, including registration links
- CTR survey results, annual reports, and survey setup forms
- An online directory of worksites and ETC contact information
- Links to the online Thurston County Bicycle Map, current CTR promotions, information on the STAR pass and SAFE Ride programs (free bus pass and emergency ride home programs for state employees), and many other CTR resources

A Wealth Of Web Tips Helps Workers Curb Trips

A display materials page with downloadable CTR brochures and posters

A centralized process for ordering printed materials through TRPC

Also in 2017, TRPC redesigned and updated its popular ThurstonHereToThere.org website, which connects people to travel resources available throughout the Thurston Region and beyond (buses, carpools, trains, and more). The updated website features pages geared toward various community groups, including a page for State employees.

Collectively, the online and in-person engagement activities are helping the Thurston Region achieve several Sustainable Thurston goals, including, reducing transportation congestion and environmental impacts [Goal T-2], as well as reducing the region’s carbon footprint [Goal E-2] and air pollution [Goal E-1].
Innovative Engagement Tools Enhancing Region’s Climate Literacy, Resilience

What do a board game, street art, and pop-up library have in common? Climate change, of course.

On the heels of the Sustainable Thurston project, TRPC secured a $250,000 grant from the U.S. Environmental Protection Agency (EPA) to create a plan with actions to help the region prepare for and adjust to the impacts of climate change. TRPC will seek policymaker approval of the resultant Thurston Climate Adaptation Plan in early 2018, but the work doesn’t end there.

The plan’s first action [A-01] directs TRPC to update the adaptation plan every five years with new climate research, track implementation progress, amend actions where necessary, and enhance the community’s understanding of climate change causes, impacts, and responses. Each of us has a role to play when it comes to climate change, so each of the plan’s 91 actions recommends leads, partners, and a timeframe for implementation. TRPC is already making good on the plan’s first action in innovative ways.

In October 2017, the Timberland Regional Library, TRPC, City of Olympia, and other partners hosted “Art of Change,” a community event that merged climate literacy, art, science, and policy. Against the backdrop of an ocean acidification mural freshly freshly on downtown’s Puget Sound Estuarium building, Timberland staged a pop-up library during fall 2017 Arts Walk. Patrons signed up for a library card and checked out climate change books, films, and other resources.

Olympia and TRPC hosted an adjacent information station that featured print and online materials related to their climate planning work. Among the materials were TRPC’s climate “Resilience Toolkit” brochure and its adaptation board game — “Resilience Road: A Game of Climate Change & Chance”.

The Resilience Toolkit — also featured on TRPC’s website (trpc.org/resiliencetoolkit) — includes: tips for enhancing household and neighborhood emergency preparedness; data and maps showing climate change impacts at national, regional, and local scales; and, library books, films, and online courses about climate change. The toolkit also links to TRPC’s Thurston Region Hazards Assessment Map — an interactive story map that enables users to view the locations of medical buildings, wells, fire stations, and other important assets and their exposure to floods, landslides, wildfires, and other hazards.

The Resilience Road board game enables players to explore the climate stressors and actions featured in the adaptation plan. Players attempt to reach “Resilience...
Ridge” by traveling through Thurston County along “Resilience Road,” drawing adaptation action cards and cooperating to respond to intensifying precipitation, increasing drought, and other “stressor setbacks” along the way.

TRPC presented the board game to other diverse audiences around the Puget Sound region — including to climate scientists and policy practitioners at the 2017 Northwest Climate Conference, in Tacoma, and to inmates at the Stafford Creek Corrections Center, in Aberdeen. The latter event was part of a Sustainability in Prisons Project symposium on climate change.

TRPC will look for future opportunities to share and play the board game — for example, at neighborhood association, school, and city planning commission meetings. The game is designed to be adaptable, so communities anywhere may play it using their own climate stressors and actions.

The adaptation plan will help the region achieve several Sustainable Thurston goals, notably: [Goal E-2] Reduce the region’s carbon footprint and protect critical infrastructure in case of extreme weather and sea-

See CLIMATE, page 13

theProfile
Looking for more information about Thurston County?
Visit trpc.org/theProfile to access data, trends, and analyses for Thurston County and its jurisdictions.

Rochester
Continued from page 5

cafe, and a way to park in one spot and walk around for shopping and cross the road more safely.”
• “Great place to raise a family, great place to be from, equally convenient to Seattle, Portland, the ocean, Mt Rainier. Rural, but can access malls, cinemas, restaurants, shopping easily.”

Main Street Rochester is just the tip of the iceberg for what’s happening in the Rochester area. Thurston County is updating its Rochester Subarea Plan (part of the County’s Comprehensive Plan), and the information gained through the Main Street Rochester project will help inform that effort.

Thurston County’s stormwater utility also is looking at ways to improve drainage in the Rochester area. A stormwater pond is anticipated to be built in 2018 to reduce flooding in front yards, and a drainage study will help the County understand the issues south of US 12 near the commercial core.

As Thurston County continues to take a closer look at the area, it’s paying close attention to the community’s vision for its future and ways to keep Rochester’s sense of place and civic pride at the forefront. Such efforts are helping the region achieve Sustainable Thurston’s goal for South County city and town centers [Goal C-2]: Create safe and vibrant South County city and town centers that foster entrepreneurship, active transportation, civic pride, and a sense of place.

For more information, visit: www.trpc.org/Rochester.
Municipalities and private developers have invested almost $300 million in mid-rise buildings, road improvements, and other projects along the region’s corridors and centers since 2011 — projects that are creating sustainable urban places and preserving rural spaces.

The robust development activity follows an influx of federal funding delivered to help the region emerge stronger and greener from the Great Recession: In 2011, as Thurston County’s unemployment rate hovered around 9 percent and few projects were breaking ground, the U.S. Department of Housing and Urban Development awarded the Thurston Region a $750,000 Sustainable Communities Challenge Grant. Local governments matched the funds with more than $500,000 in dollars, staff hours, and big ideas.

The mindset: Never let a crisis go to waste.

The cities of Olympia, Lacey, and Tumwater worked with the Thurston Regional Planning Council, Thurston Economic Development Council, and other partners to plan the future of four corridor districts: Lacey’s Woodland District, Olympia’s Martin Way District, and Tumwater’s Brewery District and Capitol Corridor.

Subsequent planning efforts, such as Main Street 507, focused on improving the social and economic vibrancy of South County downtowns that are connected by State Route 507.

Such planning work laid the foundation for significant public- and private-sector development projects as the economy recovered. Thurston

See CORRIDORS, page 15
Flood
Continued from page 1

Thurston County developed the plan to follow as closely as feasible flood-planning guidelines in the Federal Emergency Management Agency’s Community Rating System (FEMA CRS), which establishes criteria for community activities and programs that go beyond minimum requirements for participation in the National Flood Insurance Program.

The Community Rating System uses a 1 through 10 scale (Class 1 = best; Class 10 = basic) to rate communities and determine flood insurance premiums. Most communities enter the program at a CRS Class 9 or 8 rating, which entitles policy holders in Special Flood Hazard Areas (SFHAs) to a 5 or 10 percent discount, respectively, on their flood insurance premiums, according to FEMA. As communities engage in additional flood mitigation activities and reach a higher CRS class, policy holders become eligible for bigger discounts. The takeaway: Solid planning saves money.

In October 2016, Thurston County documented sufficient CRS credit and met minimum prerequisites to achieve a Class 2 rating. There are just six Class 2 or better communities in the nation — including King, Pierce, and Thurston counties.

The Class 2 rating entitles flood insurance policy holders in the FEMA 100-year Special Flood Hazard Areas a 40 percent discount on their premiums and a 10 percent discount applicable to all other flood policies. As of 2016, Thurston County’s enrollment in CRS has resulted in the following flood insurance savings:

- Total Savings in FEMA SFHA: $132,599
- Total Savings for all Thurston County: $140,244
- Average Annual Policy Savings in SFHA: $495

Thurston County’s development regulations and land use codes prohibit new development in areas prone to flooding, so the CRS program principally benefits homeowners and businesses that located in flood-prone areas prior to the county’s current land use codes.

The Thurston County Flood Hazard Mitigation Plan identifies 20 mitigation initiatives that reduce...
losses and protect public health and safety, infrastructure, the environment, and the economy. The initiatives fall into seven categories:

1. Emergency Planning, Notification, and Evacuation and Detour Routes: Two initiatives expand efforts to notify and provide instructions to affected populations of imminent threats from catastrophic dam failure or flood events. The projects will plan, design, and construct signs, and identify routes for people to reach safe places.

2. Infrastructure: Two initiatives will replace, repair, or reconstruct public infrastructure including stream culverts, bridges, and roads. The projects will minimize flood impacts, address public safety, improve transportation mobility, and enhance aquatic habitat.

3. Flood Hazard Reduction: Two initiatives will develop and formalize programs to prevent future property losses. One will evaluate, prioritize, and fund candidate structures for elevation, relocation, or acquisition. The other consists of an inspection program to monitor and remove excess debris accumulation in stream channels that compound flood problems into public assets or private property.

4. Natural Functions and Ecosystem Services: Two initiatives protect and restore natural floodplain functions and enhance aquatic and riparian habitat.

5. Finance, Implementation, and Coordination: Three initiatives will evaluate and implement opportunities to effectively fund the initiatives in this plan, to manage and coordinate the county’s various flood management work programs across all involved departments, and to coordinate with external stakeholders.

6. Public Education and Awareness: Two initiatives will improve public access to information and engage affected residents and businesses about flood risks, flood prevention, county flood ordinances and regulations, flood insurance, and other resources.

7. Mapping, Data Collection, and Data Protocols: Seven initiatives support improving the community’s knowledge of how, when, and where flooding occurs. Additional data enhances the county’s ability to accurately forecast the location and extent of high groundwater flooding, understand the impacts of climate change, identify structures at risk, and map hazard areas. These initiatives also establish protocols for documenting historic flood conditions, archiving data and maps, and improving processes to make the data accessible to county staff, community members, and other stakeholders.

Flooding will continue to pose immense challenges for our region, so TRPC’s companion Thurston Climate Adaptation Plan identifies actions to prepare for and adjust to flood hazards exacerbated by rising sea levels, intensifying storms, and other climate impacts [See story, pg. 10]. Together, hazard mitigation and adaptation planning will help make the region more resilient and sustainable.

For more information, visit www.trpc.org/floodplan.
County’s unemployment rate is below 5 percent today, and construction crews are pouring foundations and framing buildings around the region.

Downtown Olympia, alone, has attracted more than $180 million in investments since 2011 — much of it in mid-rise housing developments where there were once vacant buildings or lots [See map]. Olympia’s Comprehensive plan targets 5,000 additional residents in downtown Olympia by 2035.

“Things are going really, really well in our community, particularly in our downtown,” Olympia Community Planning & Development Director Keith Stahley said during TRPC’s Aug. 30, 2017, panel discussion about corridor planning and development. The panel was composed of local government planners from around the region.

Other uses for the nearly $300 million invested in the region’s urban corridors and centers include:

- Property acquisitions;
- Multimodal (bicycle, automobile, pedestrian, transit) transportation design, and construction projects; and,
- Stormwater infrastructure planning and construction projects.

Such investments are consistent with several of Sustainable Thurston’s goals, including: [Goal H-2] Increase housing amid urban corridors and centers to meet the needs of a changing population; [Goal H-4] Maximize opportunity to redevelop land in priority areas by investing in infrastructure and environmental remediation; and, [Goal T-4] Integrate transportation considerations into land use decisions, and vice versa.

For more information about the South Sound Food Systems Network, visit: https://ssfoodsystemnetwork.org/.
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