Agenda

• Welcome!
• Presentations
  • Grand Mound Transportation Study
  • Grand Mound Subarea Plan
  • Development Code Amendment
• Open House
  • Stations with Q&A for each project
Study

- How does the transportation system in the Grand Mound UGA work today?
- How does the transportation system work in the future?
- Where are improvements needed?
- What are the improvements?
- How should we prioritize those improvements?
The Challenges

Today......

• Most intersections and roadways have enough capacity
• Safety is primary concern

In the future.....

• Existing safety concerns worsen as traffic increases
• Congestion at key intersections will increase
• Missing connections limit potential development
Project Goals

Economic Diversity & Tourism. Transportation facilities support economic growth in Grand Mound, including residential, commercial, jobs, and tourism.

Supported. Transportation infrastructure in Grand Mound reflects community input.

Efficient. Roadways and intersections have adequate capacity and function to avoid unacceptable levels of congestion for autos and freight, even as the region grows.

Character. Transportation infrastructure contributes to Grand Mound’s identity as a distinctive place with rural character.

Multi-Modal Connections. Grand Mound’s transportation system accommodates walking and biking, including connections to regional trails, transit, and commercial land uses.

Safety. Transportation infrastructure in Grand Mound provides safe options for all users.
Project Selection

- Began with actions identified during Existing Conditions Phase
- Used Project Goals to evaluate project benefits
- 8 highest performing projects evaluated by this study
- Others can be considered as part of future studies
- Input collected from community will help inform prioritization
Projects Evaluated

C1. 196th Avenue SW & Sargent Road SW Intersection Improvements

C3. 196th Avenue SW & Elderberry Street SW Intersection Improvements

C4. US 12/Old Highway 99/Elderberry Street SW Intersection Improvements

C7. Old Highway 99 Improvements

C8. Sargent Road Improvements

C10. Sargent Road SW / 201st Avenue SW/ Old Highway 99 Intersection Improvements

C11. Old Highway 9 & Old Highway 99 Intersection Improvements

C13. Power Line Trail
C1.196th Avenue SW & Sargent Road SW Intersection Improvements

**Project Description:** Construction of a single-lane roundabout at the intersection with 10’ sidewalks to accommodate bicyclists and pedestrians.

**Project Considerations:**
- Right-of-way impacts
- Signal control was also considered

**Project Costs:** $5.515M

**Project Goals:**

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*Sargent Road Cross-Section*
*Between US 12 & 196th Avenue SW*
C3.196th Avenue SW & Elderberry Street SW Intersection Improvements

Project Description: Construction of a single-lane roundabout at the intersection with 10’ sidewalks to accommodate bicyclists and pedestrians.

Project Considerations:
- Right-of-way acquisition on all four corners
- Reconfiguration of driveways between US 12 and 196th Avenue SW
- Roundabout must accommodate large trucks

Project Cost: $4.51M

Project Goals:
C4.US 12/Old Highway 99/Elderberry Street SW Intersection Improvements

**Project Description:** This project would construct pedestrian refuge-islands for pedestrians crossing the east, west, and south legs of the intersection.

**Project Considerations:**

- Need to accommodate Northbound U-Turn
- Consideration for other improvements along US 12
- Could also be used by bicyclists crossing US 12 and Elderberry Street SW
- Pedestrian Overcrossing also considered

**Cost Estimate:** $250,000K (Cost to be refined through additional analysis)

**Project Goals**
C7.Old Highway 99 Improvements

**Project Description:** Connect existing sidewalks on east side and construct shared use path on west side of Old Highway 99 between 198th Way SW and Old Highway 9.

**Project Considerations:**
- Consolidate or limit access from driveways where possible
- Construct center-median where appropriate
- Identify locations for mid-block crossings as development occurs

**Project Cost:** $8.24M

**Project Goals**
Project Description: Construct a shared use path for bicyclists and pedestrians on west side of Sargent Road and sidewalks on the east side of Sargent Road.

Project Considerations:
• Bicyclists could also utilize shoulders on Sargent Road
• Connection to other multi-modal facilities for all ages all abilities

Project Cost: $2.93M

Project Goals: 

Proposed Sargent Road Cross-Section
**C10. Sargent Road SW / 201st Avenue SW / Old Highway 99 Intersection Improvements**

**Project Description:** Reconfigure Sargent Road to allow right-in/right-out access only at Old Highway 99 and construct a single lane roundabout at 201st Avenue SW.

**Project Considerations:**
- Limited access at Sargent Road would change travel patterns
- Close spacing between intersections limits options for improvements
- Residential area would benefit from an additional north-south connection between 201st Avenue SW and 198th Way SW

**Project Cost:** $5M (Cost-estimate to be refined through additional analysis)

**Project Goals:**

![Project icons: tree, clock, person walking, and traffic light]
Project Description: This project would construct a traffic signal at the intersection.

Project Considerations:

• Intersection must be able to accommodate large trucks
• Need to maintain access to land use east of Old Highway 99
• Roundabout control also evaluated at this intersection, but screened due to access and Right-of-Way impacts

Project Cost: $900K (cost to be refined through further evaluation)

Project Goals:
C13. Power Line Trail

**Project Description:** Construction of a multi-use trail following the existing power lines alignment.

**Project Considerations:**
- Will require coordination with PSE
- Treatments for trail crossings at local streets
- Will require wayfinding signage to direct users to trail

**Project Cost:** $3M

**Project Goals:**

![Proposed Trail Cross-Section](image-url)
What’s Next?

• Community input will help inform how improvements are prioritized
• Transportation Study will support Grand Mound Subarea Plan Update
• Grand Mound Subarea Plan will establish the vision for Grand Mound’s future
GRAND MOUND URBAN GROWTH AREA SUBAREA PLAN

Overview

Grand Mound was established as an Urban Growth Area (UGA) in 1995 as a means to curb urban sprawl and concentrate development within the UGA. The areas outside the UGA are reserved for rural use and characterized in the County’s Comprehensive Plan and the Rochester Subarea Plan. In 1996, a subarea plan for the Grand Mound UGA was developed with separate development guidelines, zoning designations and road standards specific to the area.

The subarea plans are over 20 years old and are currently being updated now as part of the County’s Comprehensive Plan Update process to ensure the goals and policies meet the current community’s visions.

PROJECT TIMELINE

- Staff Meeting
- Public Outreach
- Planning Commission
- Public Hearing
- Final Plan
- Board of County Commissioners
- April 2020
- December 2020
- Fall 2020
- Late 2020

COMPONENTS OF THE UPDATE

- Grand Mound Subarea Plan document (last updated July 1996)
  - History
  - Existing Conditions
  - Land Use
  - Population and Housing Characteristics
  - Transportation (contracted with TRPC)
  - Public Services and Facilities
  - Vision and Planning Objectives
  - Land Supply Analysis
  - Land Use Designations
  - Public Involvement
  - Growth Management Act Compliance
  - County-Wide Planning Policy Compliance
- Grand Mound Development Guidelines (last updated March 1996)
  - Sign Guidelines
  - Parking Lot Guidelines
  - Landscape Guidelines
- Thurston County Road Standards (last updated January 1999)
- Land Use Amendments within the UGA
  1. Stahlhammer Family Trust (Amend 3.06 acres from R-4-16-1 to AC)
  2. Fire District #14 Old Grand Mound Fire Station (Amend 0.051 acres from R-4-16-1 to AC)
  3. Morgan (Amend 0.004 acres from PD to AC)
- Land Use Amendments adjacent and outside the UGA
  A. Wittmeyer (Amend 28.95 acres from RRR 1/1 to R-4-16 or B 3-6-1)
  B. Grant/Davis (Amend 95.16 acres from RRR 1/1 to RRR or RRC)
- Amendment minimum lot width standards in TCC 20.15.060

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PLANNED INDUSTRIAL PARK - DEVELOPMENT CODE AMENDMENT

Request:
Amend Title 20, Chapter 20.27 to include prisons/prerelease facilities as a permitted special use in Planned Industrial Park District.

Project Timeline:
- Dockets: 2017
- Staff Review: Develop Alternatives, Public Outreach
- Planning Commission: PC Review, Public Hearing
- SEPA Review: Summer 2019
- Board of County Commissioners: BoCC Review, Public Hearing
- Apply for Project Permit: Fall 2020

Opportunities for Public Comment:

Proposed Text Changes:

1. Add "X" to Chapter 20.54 - Special Use Table

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2. Include text to 20.54.070 - Use - Specific Standards

27.5 Prisons and Prerelease Facilities.

b. Location:
   i. Prison and prerelease sites shall not be located closer than two miles from the boundary of a district in which the use is not allowed as a special use.
   ii. Prison and prerelease sites shall be located at least two miles from any school and any site for which a special use application for a school has been submitted.
   iii. Prisons and prerelease facilities shall be located such that law enforcement officers can respond to a call for assistance within five minutes under typical conditions.
   iv. Advance life support service, as defined in RCW 18.73.030(19), must be available within five minutes under typical conditions.
   v. The hearing examiner may lessen standards in subsections (27.5)(b)(i) and (ii) of this section if, in his or her opinion, a water body, freeway, or other barrier provides separation as effective as these standards, or if the site has historically been used as a jail, juvenile detention or other type of correctional facility.
THANK YOU!

Find out more and ask questions at individual stations.

**Staff contact:**
**Grand Mound Transportation Plan**  
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**Grand Mound Subarea Plan & Development Code Amendment**  
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[www.grandmoundplanning.org](http://www.grandmoundplanning.org)