

ADDENDUM
to the

*Thurston County
Accountability and Restitution Center (ARC)
Final EIS*

prepared for

*Thurston County
Work Release Unit,
Flex Housing Unit,
& ARC Housing
Modifications*

June 2012

Thurston County Resource Stewardship Department



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RESOURCE STEWARDSHIP DEPARTMENT

Creating Solutions for Our Future

Cliff Moore
Director

June 19, 2012

Subject: Adoption of Final EIS Addendum for Thurston County Accountability and Restitution Center (ARC) Expansion

Dear Interested Party:

Pursuant to WAC 197-11-630, this letter will serve as notice of Thurston County adoption of the Final EIS Addendum for the Accountability and Restitution Center (ARC) Expansion. The proponent is Thurston County. The County will not act on this proposal prior to seven days after issuance of the FEIS Addendum. The Addendum issued date is the date of this letter.

The project, data, findings and the mitigating conditions described in the original FEIS remain valid. The original FEIS, issued in June 2007, is supplemented by the subject environmental document.

The Proposed Action associated with this EIS Addendum consists of three elements. A more complete description is found on pages "i" to "ii" of the document. In summary, the elements are:

1. Modification of an existing industrial building adjacent to the ARC into a 100- bed, 7,720 square foot Work Release Unit for males and females;
2. Addition of a 116-bed, 21,000 square foot Flex Housing Unit to be built adjacent to the ARC at a later date as funding is secured; and
3. ARC Housing Modifications including the addition of 40 beds with no physical modification to the existing structure.

At full build out, total ARC site housing capacity will be 1,637 beds, up from the 1,381 assessed in the original FEIS. Up to 608 of those beds would be provided in Phase I plus the Proposed Action.

The subject proposal is located in the City of Tumwater. The address of the the ARC is 3491 Ferguson Street SW, Tumwater, WA 98512.

The EIS Addendum was prepared by EA/Blumen, of Kirkland, WA at the request of and under the direction of Thurston County.

Thurston County has adopted this document as being appropriate for this proposal after independent review. The document meets the environmental review needs of the County for the subject proposal and will accompany the proposal to the City of Tumwater Community Development Department as a document of record for the pending conditional use permit review.

The Responsible Official and the contact for questions regarding this document is the undersigned. The document is available to read on the County website at www.co.thurston.wa.us/arc or at Building One, Second Floor, Thurston County Courthouse, 2000 Lakeridge Drive SW, Olympia, WA during business hours.

Respectfully,



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ADDENDUM

to the

*Thurston County Accountability and Restitution
Center (ARC) Final EIS*

prepared for

Thurston County Work Release Unit, Flex Housing Unit, & ARC Housing Modifications

Thurston County Resource Stewardship Department

This EIS Addendum has been prepared in compliance with the State Environmental Policy Act of 1971 (Chapter 43.21C, Revised Code of Washington), as well as: the SEPA Rules, effective April 4, 1984, as amended (Chapter 197-11, Washington Administrative Code); and Thurston County's State Environmental Policy Act (Chapter 17.09, Thurston County Code), which implements SEPA. The Thurston County Resource Stewardship Department has determined that this document has been prepared in a responsible manner using appropriate methodology and has directed the areas of research and analysis that were undertaken in preparation of this document.

Date of Issuance of this EIS Addendum..... June 19, 2012

PREFACE

The purpose of this EIS Addendum is to provide information concerning site-specific development that is proposed as part of the **Thurston County Work Release Unit, Flex Housing Unit**, and **ARC Housing Modifications**. This EIS Addendum will accompany the proposed **Thurston County Work Release Unit** and the **Flex Housing Unit** projects through the permit processes and be considered by the City of Tumwater in making the necessary permitting/approval decisions. This EIS Addendum is not an authorization for an action, nor does it constitute a decision or a recommendation for action. The **ARC Housing Modifications** would not require additional permitting.

An EIS Addendum is an environmental document that provides additional analysis or information about a proposal, but does not substantially change the analysis of significant environmental impacts and alternatives that were evaluated in an existing environmental document. In this case, that document is the *Thurston County Accountability and Restitution Center (ARC) EIS*.

As background, the Final Environmental Impact Statement (FEIS) for the *Thurston County Accountability and Restitution Center*¹ was issued in June 2007 by the Thurston County Development Services Department. The *Thurston County Accountability and Restitution Center (ARC) EIS* identifies, evaluates and compares probable, significant environmental impacts that may result from three possible alternatives, including the *No Action Alternative*. The *Preferred Alternative* that was evaluated in the FEIS proposed that the Accountability and Restitution Center (ARC) be located at the Mottman Industrial Park site and contain up to 1,381 jail beds, together with up to 20 courtrooms and related offices at full build-out, projected to occur within 20 years. Under this alternative, the ARC would be constructed in multiple phases. Phase 1 would include an approximately 104,000-sq.ft. facility with 352 beds² and parking for 120 vehicles. The FEIS noted that subsequent phases would occur, but the timing and scope of these phases was not fully defined. In September, 2007, the City of Tumwater approved the Conditional Use Permit³ that authorized construction of Phase 1 of the regional correctional facility, also known as the Accountability and Restitution Center, at the Mottman Industrial Park Site.

This EIS Addendum is organized into three major sections. The *Fact Sheet*, starting on page *i*, provides an overview of the proposed projects and their location, permits that will be required, and points of contact. *Section I*, starting on page 1, is a comprehensive description of the *Proposed Action*. *Section II*, starting on page 21, contains an analysis of environmental impacts associated with the *Proposed Action* compared with that of the Preferred Alternative, which is described in the *Thurston County Accountability and Restitution Center EIS*.

¹ Thurston County, 2007.

² The number of beds was initially 320 and subsequently increased to 352 as part of the project design and building permit/CUP approval process.

³ TCUA #3-07

FACT SHEET

Name of Proposal **Thurston County Work Release Unit, Flex Housing Unit and ARC Housing Modifications**

Proponent Thurston County

Location The proposed project would be located in the City of Tumwater on a 15.2-acre site that also contains the Thurston County Accountability and Restitution Center (ARC). The site is within the Mottman Industrial Park and is generally bounded by Ferguson Street SW to the east, Ferguson Lane SW (private lane) to the north and the Burlington Northern – Santa Fe right-of-way to the west. The address of the ARC is 3491 Ferguson Street SW.

Proposed facilities on the ARC site associated with this project would include:

- **Work Release Unit** – This facility would involve renovation of an existing building that is located in the northeast portion of the ARC Facility site. The building was formerly Al's Welding at 3013 Ferguson Lane SW;
- **Flex Housing Unit** – This building would be constructed in an undeveloped area immediately north and adjacent to the existing ARC building; and
- **ARC Housing Modification** – Minor changes associated with ARC housing capacity would occur within the existing ARC facility.

Proposed Action The *Proposed Action* associated with this EIS Addendum consists of three elements, as described below:

- **Work Release Unit** – The proposed Work Release Unit would utilize an existing, vacant office/warehouse building that is located in the northeast portion of the ARC site. This building would be remodeled and expanded by about 1,000 square feet to provide 7,700 square feet of floor space to accommodate a 100-bed, segregated Work Release facility for men and women. A video visitation area for the public would be provided in the building. Parking for 29 vehicles would be provided adjacent to the building.
- **Flex Housing Unit** – The proposed Flex Housing Unit would be developed within an existing undeveloped portion of the ARC site that is immediately north and west of the existing ARC building. The proposed Flex Housing Unit

would include about 21,000 square feet of floor space and would contain approximately 116 beds. The new building would be connected to the existing ARC building.

- ***ARC Housing Modifications*** – Up to 40 new beds would be added to the existing ARC building through double-bunking (changing single bed cells to double bed cells) and adding four beds to each 64-bed dormitory housing unit in the building. No new square footage would be added to the existing ARC building. When completed, the ARC building would contain a total of 392 beds.

Elements of the *Proposed Action* that further clarify and define the purpose of the *Thurston County ARC* include:

- an increase in the amount of inmate housing at the Thurston County ARC site, consistent with the future phases that were identified in the *Thurston County ARC EIS*; and
- safe and secure operations associated with the proposed Work Release Unit and the Flex Housing Unit.

Construction of the proposed ***Work Release Unit*** is tentatively scheduled to begin no later than September 2012 with occupancy by late 2012/early 2013. Development of the ***Flex Housing Unit*** would occur subsequent to the Work Release Unit with construction dependent on future funding. For purposes of this EIS Addendum, it is assumed that construction of the Flex Housing Unit could begin in late 2013/early 2014 with occupancy by 2015. Modifications associated with the ***ARC Housing*** would begin in autumn 2012 and be operational by late 2012/early 2013.

SEPA Lead Agency Thurston County Resource Stewardship Department

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Addendum/Adoption of Original Document

This EIS Addendum provides additional site-specific information and analysis concerning the *Proposed Action*, including the ***Thurston County Work Release Unit***, the ***Flex Housing Unit***, and the ***ARC Housing Modifications***. However, this addendum does not substantially change the analysis of significant impacts and alternatives that are described in the *Thurston County ARC* EIS. Therefore, the Draft and Final EISs for the *Thurston County ARC* are adopted for purposes of SEPA compliance, pursuant to WAC 197-11-630 and the Thurston County SEPA regulations (TCC 17.09).

Required Approvals

The following permits, approvals and/or reviews could be required for the *Proposed Action*. Additional permits/approvals may be identified during the review process.

Thurston County

- Essential Public Facility Review

City of Tumwater

Community Development Department

Permits/approvals associated with the proposed Work Release Unit and the Flex Housing Unit, include:

- Conditional Use Permit
- Variance
- Grading/Shoring Permit (Flex Housing Unit)
- Building Permits
- Mechanical Permits
- Plumbing Permits
- Certificates of Occupancy
- Comprehensive Drainage Control Plan Approval with Construction Best Management Practices, Erosion and Sediment Control Approval

Public Works Department

- Street Use Permits (temporary – construction related)

State Agencies

Department of Labor & Industries

- Electrical permits

Authors and Principal Contributors to this EIS Addendum

This EIS Addendum has been prepared for the proposed **Thurston County Work Release Unit**, the **Flex Housing Unit**, and the **ARC Housing Modifications** under the direction of the Thurston County Resource Stewardship Department. Research and analysis were provided by the following consulting firms:

- **EA|Blumen** – lead environmental consultant; project management; document compilation; analysis relative to public safety;
- **Heffron Transportation, Inc.** – transportation, parking and circulation; and
- **KMD Architects and Planners** – building design.

Location of Background Data

Background information for this EIS Addendum is available at the following locations:

- **Thurston County Resource Stewardship Department**
c/o **ARC Project Offices:**

Physical Address: 3285 Ferguson St. SW, Suite 101,
Tumwater, WA 98512

Mailing Address: 2000 Lakeridge Drive SW Olympia,
WA 98502-6045

- **EA|Blumen**
720 Sixth St. S., Suite 100
Kirkland, WA 98033
(425) 284-5401
- **Heffron Transportation, Inc.**
6544 NE 61st Street
Seattle, WA 98115
(206) 527-8410

Date of Issuance of this EIS Addendum

June 19, 2012

Date of Issuance of the Thurston County ARC EIS

Final EIS – June 29, 2007

Draft EIS – April 25, 2007

**Availability/Cost of
this EIS Addendum**

Notification of the availability of this EIS Addendum has been distributed to agencies, organizations and individuals noted in the *Distribution/Notification List* (Appendix A of this EIS Addendum).

This EIS Addendum is available for review at the **ARC Project Office, 3285 Ferguson St. SW, Suite 101, Tumwater, WA.**

A limited number of copies of the compact disc for this EIS Addendum may be obtained from the **ARC Project Office**, while supplies last, for the cost of reproduction.

The *Thurston County ARC* EIS is available for review at **www.co.thurston.wa.us.arc**.

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SECTION I

PROJECT DESCRIPTION

SECTION I

PROJECT DESCRIPTION

A. PROPONENT, PROJECT LOCATION, and EXISTING SITE CHARACTERISTICS

Proponent

The ***Thurston County Work Release Unit, Flex Housing, and ARC Housing Modification*** is sponsored by Thurston County.

Project Location

The *Proposed Action* would be located in the City of Tumwater on a 15.2-acre site that also contains the Thurston County Accountability and Restitution Center (ARC); see **Figure 1** and **2**. The site is within the Mottman Industrial Park and is generally bounded by Ferguson Street SW to the east, Ferguson Lane SW to the north and the Burlington Northern – Santa Fe right-of-way to the west. The address of the ARC is 3491 Ferguson Street SW.

Specific areas on the ARC site in which the proposed facilities would be located include:

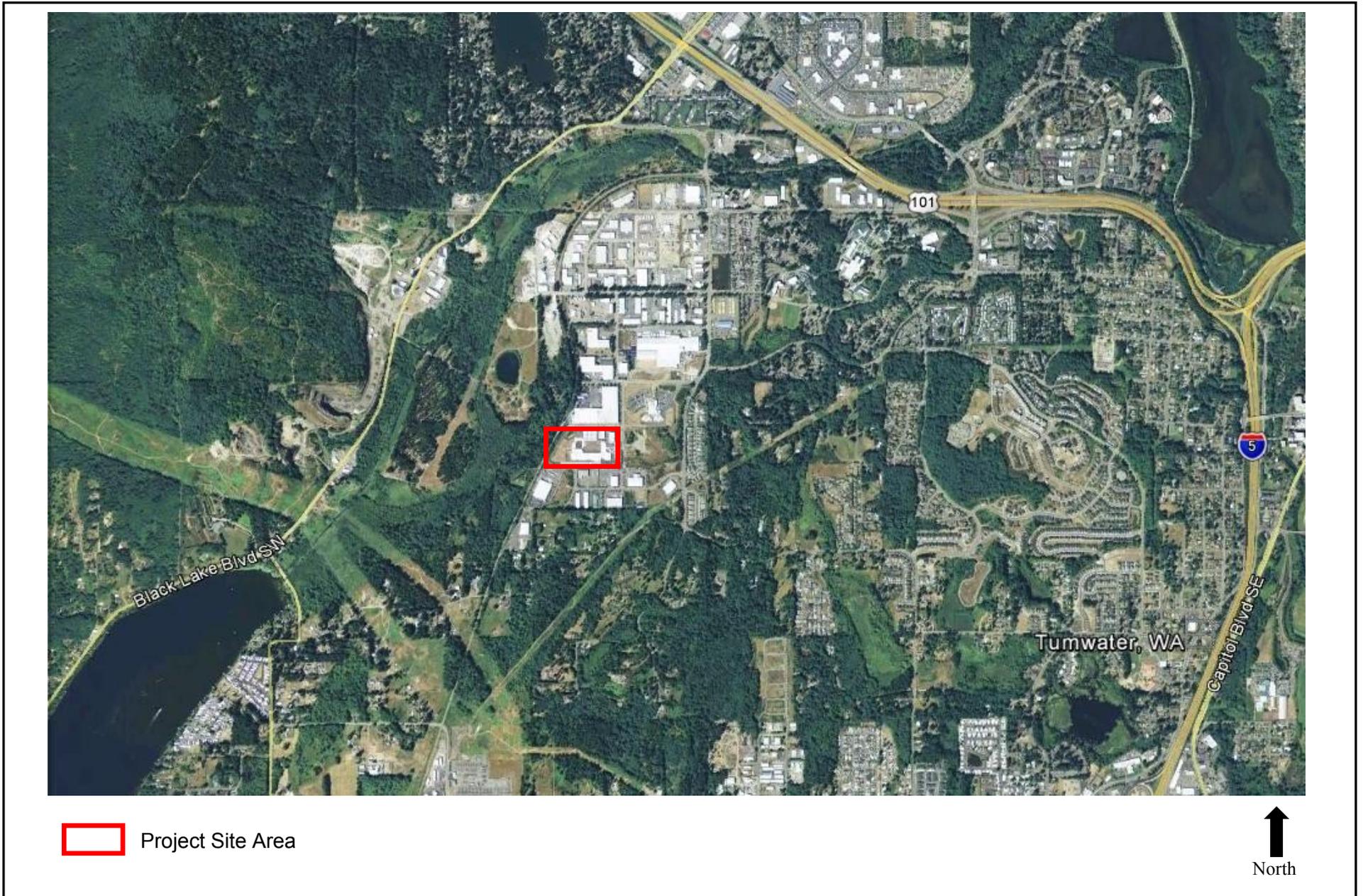
- **Work Release Unit** – This facility would involve renovation of an existing building that is located in the northeast portion of the ARC facility site at 3013 Ferguson Lane SW;
- **Flex Housing Unit** – This building would be constructed in an undeveloped area immediately north and adjacent to the existing ARC building; and
- **ARC Housing Modification** – Changes associated with ARC housing would occur within the existing ARC facility.

Existing Site Characteristics

The Thurston County ARC site includes the following facilities:

- **ARC Building** – The existing structure is an L-shaped building, which occupies the south-half of the site (**Figure 3**). The building is about 104,000 square feet and includes a jail facility in a single-story structure with a partial mezzanine level. The concrete building contains 352-beds, central booking/intake assessment, central control, food service, laundry, inmate program areas, limited medical and dental facilities, video arraignment, video visitation, and administrative support offices. At full build-out, the ARC will contain up to 1,381 beds, 20 courtrooms and office space. This is projected to occur within 20 years.

Thurston County Work Release Unit, Flex Housing Unit and ARC Housing Project
EIS Addendum



Source: EA|Blumen, 2012



Figure 1
Vicinity Map

Thurston County Work Release Unit, Flex Housing Unit and ARC Housing Project
EIS Addendum



Source: EA|Blumen, 2012

Figure 2
Existing Site Conditions Map

Thurston County Work Release Unit, Flex Housing Unit and ARC Housing Project
EIS Addendum



North Portion of the Existing ARC Building



South Portion of the Existing ARC Building

Source: EA|Blumen, 2012.



Figure 3
Existing ARC Building

The ARC facility is intended to replace the existing Thurston County Jail, which is located at the County Courthouse. Construction of the ARC facility was completed in 2010; however, due to County funding constraints, the building has not yet been occupied. Occupancy is expected to occur by late 2012 or early 2013.

- **Office Building** – A 1-story, 4,560-square foot office building is located in the northeast portion of the ARC site, adjacent to Ferguson St. SW and Ferguson Lane SW. County assessor records indicate that this building was constructed in 1997. It is owned by Thurston County. A portion of the building contains office space associated with the ARC project.
- **Shop Building** – This is approximately a 6,800-square foot, 1-story industrial building with mezzanine consisting of warehouse, office and covered storage. The building was constructed in 1998 and is currently vacant. It was formerly occupied by Al's Welding (**Figure 4**). It is proposed that this building be renovated to accommodate the proposed Work Release Unit.
- **Parking** –The ARC facility currently contains a total of 156 surface parking spaces, including: 71 staff, 8 overflow, 31 public, and 46 employee/public proximate to the office building and the shop building. As shown in **Figure 2**, several parking areas are located adjacent to Ferguson St. SW and Ferguson Lane SW. In addition, 17 spaces are provided on the ARC site for official vehicles (5 for medical vehicles, 5 for police vehicles, 6 patrol spaces, and 1 bus space).
- **Detention Pond** – An 8,800-square foot stormwater detention pond is located in the northwest corner of the ARC site.
- **Central Open Area** – As depicted in **Figure 2**, an area that is north and west of the ARC building is presently undeveloped. A portion of this area is the site of the proposed Flex Housing Unit (**Figure 5**).

B. BACKGROUND INFORMATION

This portion of the EIS Addendum provides an overview of the EIS, which this document adds, as well as an overview of the scope of analysis that is contained in **Section II** of this EIS Addendum, and information pertaining to work release programs in general. More detailed information pertaining to Thurston County's Work Release program is contained in **Section II** of this EIS Addendum.

Thurston County Accountability and Restitution Center (ARC) EIS

In 2007, a Draft Environmental Impact Statement (DEIS) and the Final Environmental Impact Statement (FEIS) were published for the *Thurston County Accountability and Restitution Center (ARC)*. For purposes of this EIS Addendum, these documents are collectively referred to as the "Thurston County ARC EIS".

Thurston County Work Release Unit, Flex Housing Unit and ARC Housing Project
EIS Addendum



North Portion of Work Release Unit Site



South Portion of Work Release Unit Site

Source: EA|Blumen, 2012.



Figure 4
Work Release Unit Site

Thurston County Work Release Unit, Flex Housing Unit and ARC Housing Project
EIS Addendum



East Portion of the Flex Housing Unit Site



West Portion of the Flex Housing Unit Site

Source: EA|Blumen, 2012.



Figure 5
Flex Housing Unit Site

The *Thurston County ARC* EIS identified and evaluated the probable, significant adverse environmental impacts that could result from development of the ARC at the Mottman Industrial Park site. That analysis included the direct, indirect and cumulative impacts of a *Preferred Alternative*, as well as two additional alternatives. It was determined that the probable, significant adverse environmental impacts of the Thurston County ARC project were adequately evaluated in the *Thurston County ARC* EIS.

The *Proposed Action* associated with this EIS Addendum (***Thurston County Work Release Unit, Flex Housing Unit, and ARC Housing Modifications***) is located within the site area that was analyzed in the *Thurston County ARC* EIS. In addition, the *Proposed Action* is within the range of actions and impacts that were evaluated as part of the *Preferred Alternative* associated with the *Thurston County ARC* EIS. Specifically, the *Thurston County ARC* EIS evaluated the impacts of phased development of the ARC facility on the Mottman Industrial Park site, including approximately 1,381 jail beds and up to 20 courtrooms and related offices by 2025.

Analyses that are contained in the *Thurston County ARC* EIS include the following:

- Earth
- Air
- Water
- Plants and Animals
- Noise
- Toxic and Hazardous Materials
- Land Use
- Consistency with Area Land Use Plans
- Light and Glare
- Recreation
- Historic and Cultural Resources
- Transportation
- Public Services and Utilities

The *Preferred Alternative* in the *Thurston County ARC* EIS – and the alternative that was selected by Thurston County and subsequently authorized by the City of Tumwater -- assumed phased development of the ARC facility, including up to 1,381 jail beds, up to 20 court rooms, and related offices and administrative functions at the Mottman Industrial Park site. As noted in that EIS, it was anticipated that Phase 1 would include development of the ARC building with approximately 93,000 square feet of building space¹, up to 320 beds, video arraignment capabilities, and parking for 120 vehicles. Future phases of the ARC facility over the 20-year build-out period would include an additional 1,061 jail beds, up to 20 courtrooms, and related administrative and office functions.

EIS Addendum – Key Analyses

The Thurston County Resource Stewardship Department has determined that for SEPA compliance associated with the *Proposed Action* -- which includes the ***Work Release Unit, the Flex Housing Unit, and ARC Housing Modification*** – the *Thurston County ARC* EIS would be adopted and an Addendum would be prepared to the *Thurston County ARC* EIS. The EIS Addendum adds project-specific information relative to each of the elements that comprise the *Proposed Action*. Thurston County also determined that analyses contained in the *Thurston County ARC* EIS should be supplemented with additional environmental analysis pertaining to the following environmental parameters:

¹ Subsequent to the issuance of the *Thurston County ARC* EIS, further design of the Phase 1 building included approximately 100,000 square feet of building space. In 2007, the City of Tumwater approved the Phase 1 building permit and conditional use permit for approximately 100,000 square feet of building space.

- **Transportation and Parking;** and
- **Public Safety**

No other significant adverse environmental impacts from the *Proposed Action* are anticipated. This EIS Addendum, however, should be read in conjunction with the *Thurston County ARC EIS*.

Work Release – An Overview

As general background information, the following is a broad overview of Work Release programs. While there are no existing studies that have been conducted on county-operated facilities, the following analysis of state-operated work release programs provides relevant insight into the overall success of work release programs in general. More detailed information concerning Thurston County’s Work Release Program is contained in **Section II** of this EIS Addendum.

The work release program used by the State of Washington was created by the State Legislature in 1967². The program enables certain offenders to serve a portion of their prison sentence in a work release facility while employed in the community. Offenders must meet certain criteria before being considered eligible for work release, including among others, minimum security status and less than two years to serve. Despite a nationwide decline in work release programs over the last 30 years, the State of Washington has remained committed to the program and studies have shown that the program has helped to reduce recidivism among participants.

In 1996, the National Institute of Justice (NIJ) conducted a study on work release facilities in the State of Washington and their effects on recidivism and correctional costs³. The study analyzed all male inmates released from prison in 1990 (2,452 inmates) and compared the success rates of inmates that were admitted into work release programs with inmates that did not participate. Of the total number of inmates in the study, approximately 39 percent (965) participated in a work release program. Fifty-six percent of the work release participants (544) were judged to be successful in work release,⁴ while an additional 13.5 percent (131 inmates) were considered to be moderately successful in the program.⁵

The study found that the most frequent reasons for inmates to return to prison from work release were for failure to abide by curfews or absconding from the program, drug possession, and other program rules infractions. New crimes or law violations accounted for a very small percentage of those inmates who were returned to prison (3.6 percent). In fact, in the entire study, records indicate that work release participants did not commit any violent felonies and the few crimes committed were theft and forgery. In general, the study determined that the work release program is successful in reducing recidivism and poses little risk to the surrounding community.

² RCW 72.65

³ Sarah Turner, Ph.D. and Joan Petersilia, Ph.D., *Work Release: Recidivism and Corrections Costs in Washington State*. December, 1996.

⁴ Per the 1996 study, participants were deemed successful if they completed work release without any rule infraction or new crimes and returned directly into the community from work release.

⁵ Per the 1996 study, participants were considered moderately successful if they had committed a rule infraction, but one not deemed serious enough to warrant removal from the work release program.

C. DESCRIPTION OF THE PROPOSED ACTION

Project Overview

The existing ARC building was constructed as a satellite jail; however, in 2008, an operational analysis concluded that Thurston County could cut expenses by about \$2.5 million annually by consolidating all jail operations in a single location. In 2011, the consulting firm of MGT of America was contracted to outline a plan for the County to achieve consolidation. Their recommendation was that the existing Courthouse jail should be discontinued and the ARC designated as the new County jail site. Their report concluded that with the construction of a Work Release Unit and a Flex Housing Unit to the follow that the County would have sufficient separation for the various population classifications and all corrections operations could be consolidated. This project responds to those recommendations and would allow for the consolidation of jail operations.

The *Proposed Action* would involve the remodel of an existing building and the development of a new building on the site of the ARC facility to accommodate the proposed **Work Release Unit** and the **Flex Housing Unit**, as well as the addition of beds to the existing ARC facility. In total, approximately 28,700 square feet of new building space and up to 256 beds would be provided on the ARC site. The amount and composition of inmate housing and building area under this proposal would be consistent with the future phases that were identified in the *Thurston County ARC EIS*. **Figure 6** is a site plan of the proposed development.

Table 1 provides a summary of the proposed development.

Table 1
THURSTON COUNTY WORK RELEASE UNIT AND FLEX HOUSING UNIT PROJECT SUMMARY

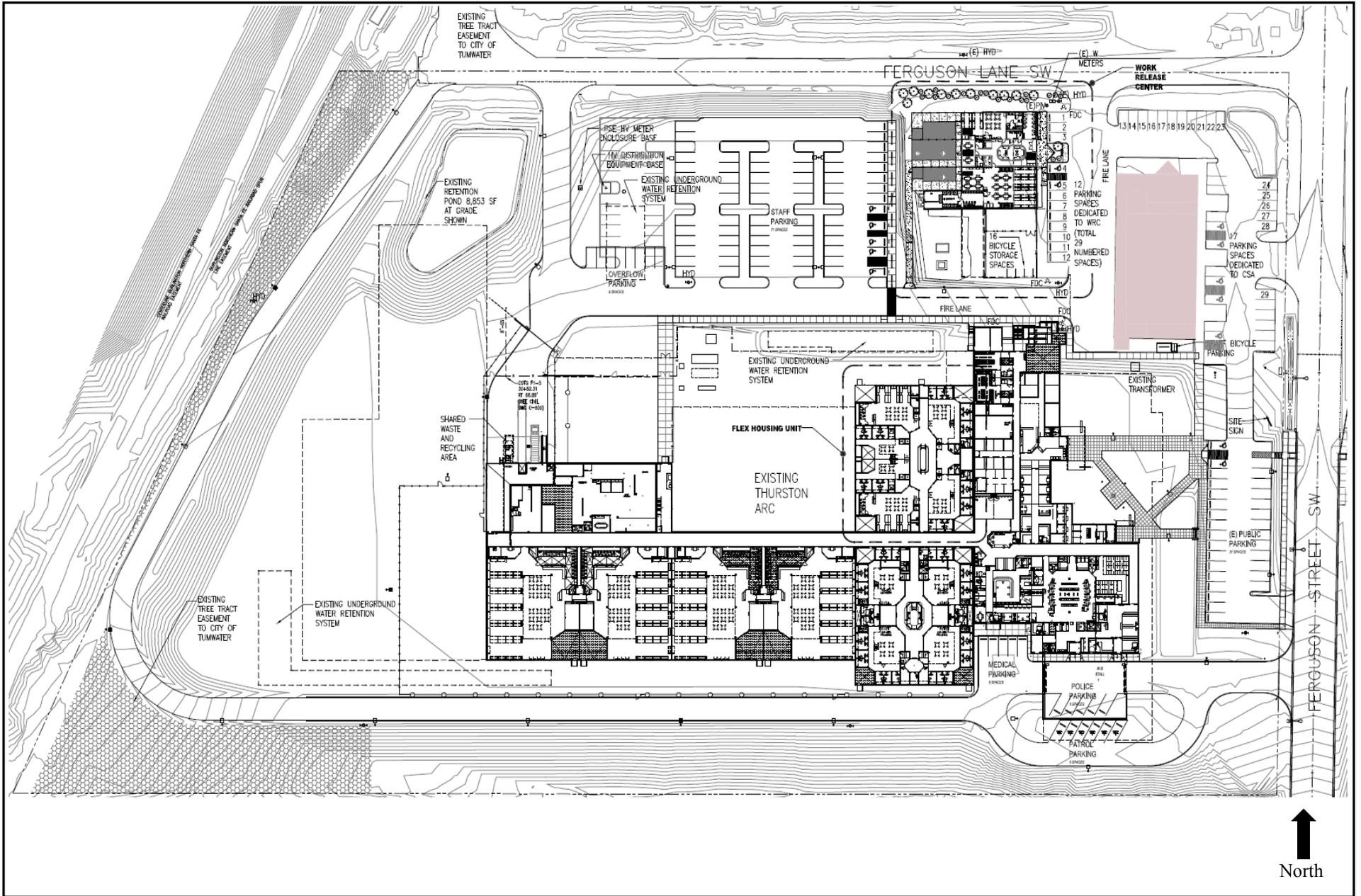
	<i>Proposed New Building Area (Square Footage)</i>	<i>Proposed New Beds</i>
Work Release Unit	7,700 sq. ft.	100 beds
Flex Housing Unit	21,000 sq. ft.	116 beds
ARC Housing Modification	No new building area*	40 beds**
Total	28,700 sq. ft.	256 beds
Existing ARC Building	104,119 sq. ft.	352 beds
Total Development on the ARC Facility Site	132,819 sq. ft.	608 beds

Source: KMD Architects and Planners, 2012.

* The existing ARC Building includes approximately 104,119 square feet with 352 beds.

** New beds in the existing ARC Building would be provided by double bunking all existing single-bed cells.

Thurston County Work Release Unit, Flex Housing Unit and ARC Housing Project EIS Addendum



Source: KMD Architects, 2012

Figure 6
Site Plan

The following are details relative to the three components that comprise the Proposed Action – the **Work Release Unit**, the **Flex Housing Unit**, and the **ARC Housing Modification**.

Work Release Unit

The proposed **Work Release Unit** would be located in the northeast portion of the ARC site and would utilize the existing warehouse/office building at 3013 Ferguson Lane SW. This structure would be renovated and expanded slightly by about 1,000 square feet to provide approximately 7,700 square feet of building space, in addition to an existing covered storage area adjacent to the south façade of the building (**Figure 7**). The proposed **Work Release Unit** would accommodate both men and women in segregated units of the building.

Ground Level Uses

An estimated 100 beds would be provided in the proposed **Work Release Unit** consisting of approximately 80 beds for male housing and 20 beds for female housing. As shown in **Figure 7**, most of the male housing would be located in the southern portion of the building and would include a dormitory/sleeping area of about 48 beds in the southeast portion of the ground level. An adjacent dayroom/locker area would be located in the south central portion of this level, and shower/restroom facilities would be located in the southwest portion of this level. A separate outdoor area would be provided for male work release participants, which would be accessible from the male dayroom at the southwest corner of the building. As depicted by **Figure 8**, the outdoor area would include a secure fence.

Female housing would be located in the northern portion of the ground level, with a dormitory/sleeping area in the northwest portion of the ground level and a dayroom/locker area and shower/restroom facilities in the northeast portion of this level (**Figure 8**). An outdoor area, accessible from the dorm area would be provided for women. The outdoor area would be enclosed by a secure fence.

The central portion of the ground level would include the entrance lobby, a staff work area, a program/meeting room, and storage areas. A video visitation area, located in the northeast portion of the ground level, would also be accessible from the main lobby. The video visitation area would allow members of the public to visit with inmates via video conferencing. Approximately 11 video conference stations would be provided (**Figure 8**).

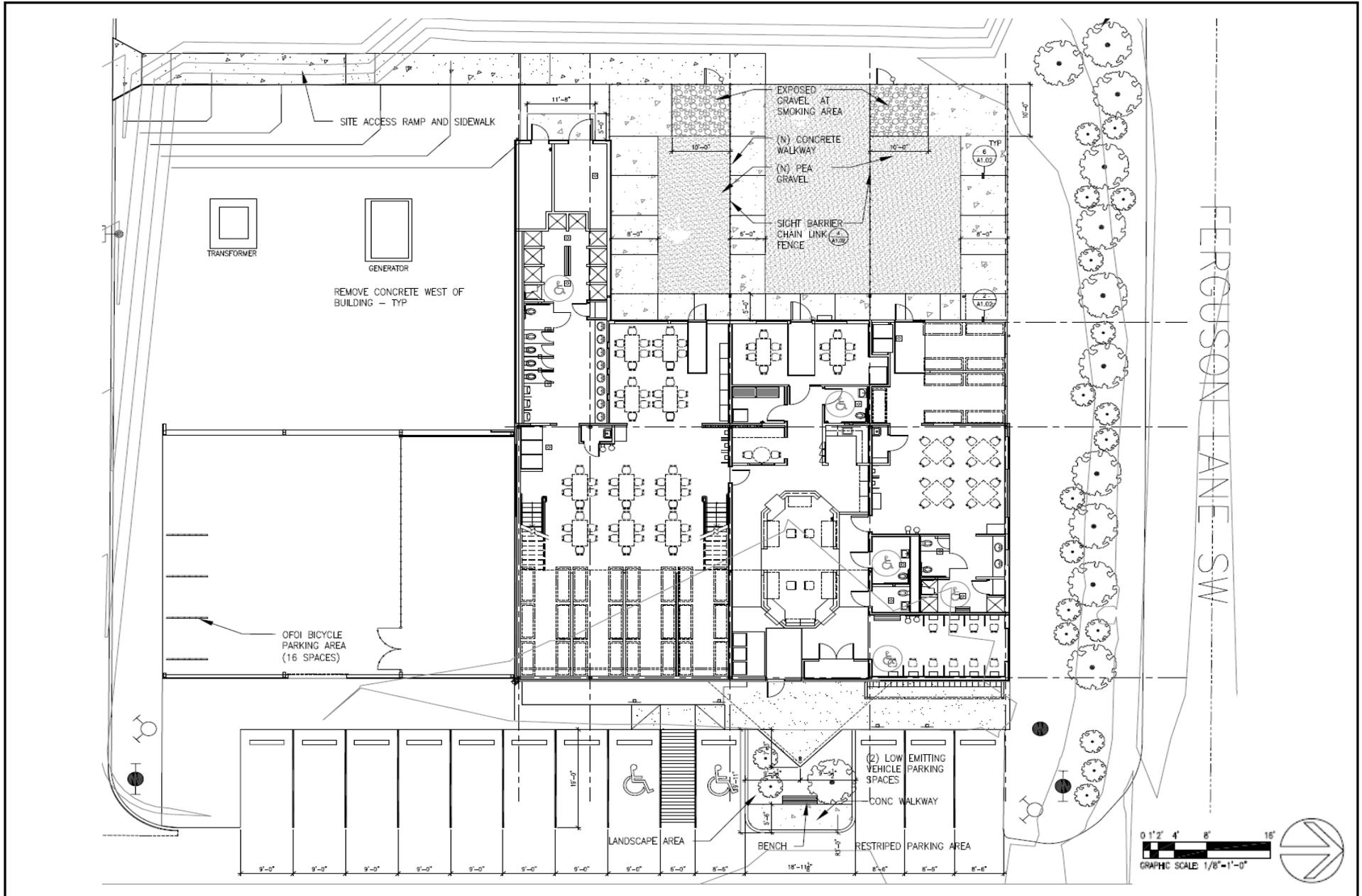
Mezzanine Level Uses

An additional male dorm/sleeping area would be located on the mezzanine level of this building in the south portion of the structure and would include approximately 30 beds (**Figure 9**). Space for secure electronics and information technology for the building would also be located on the mezzanine level.

Parking

Parking for the proposed **Work Release Unit** would be provided in the vicinity of the east side of the building for about 29 vehicles, including two ADA parking stalls.. Bicycle parking for 16 bicycles is also proposed within the covered storage area at the southeast corner of the building. See Section II for a further discussion of parking on the site.

Thurston County Work Release Unit, Flex Housing Unit and ARC Housing Project EIS Addendum

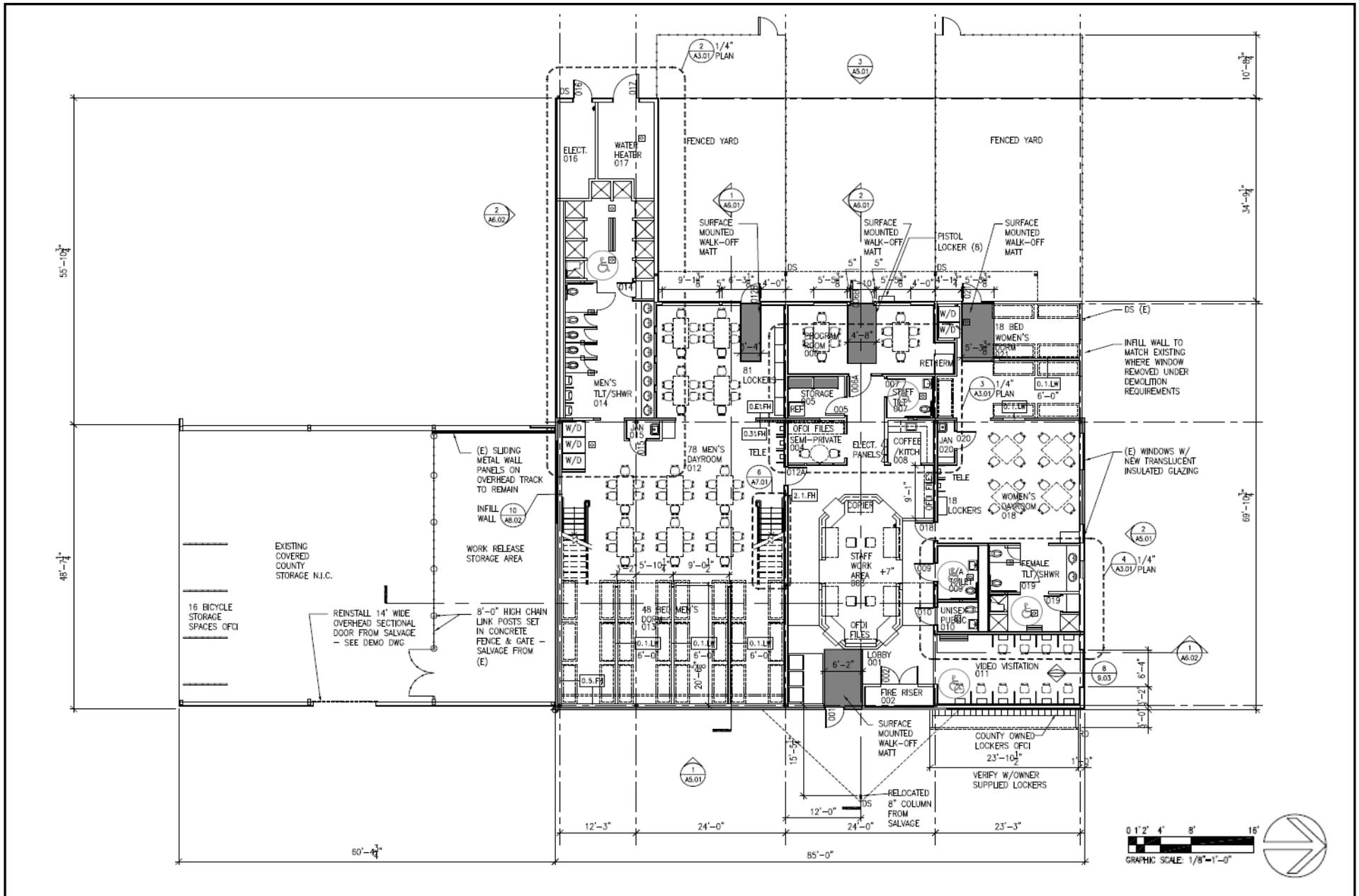


Source: KMD Architects, 2012



Figure 7
Work Release Unit - Site Plan

Thurston County Work Release Unit, Flex Housing Unit and ARC Housing Project EIS Addendum



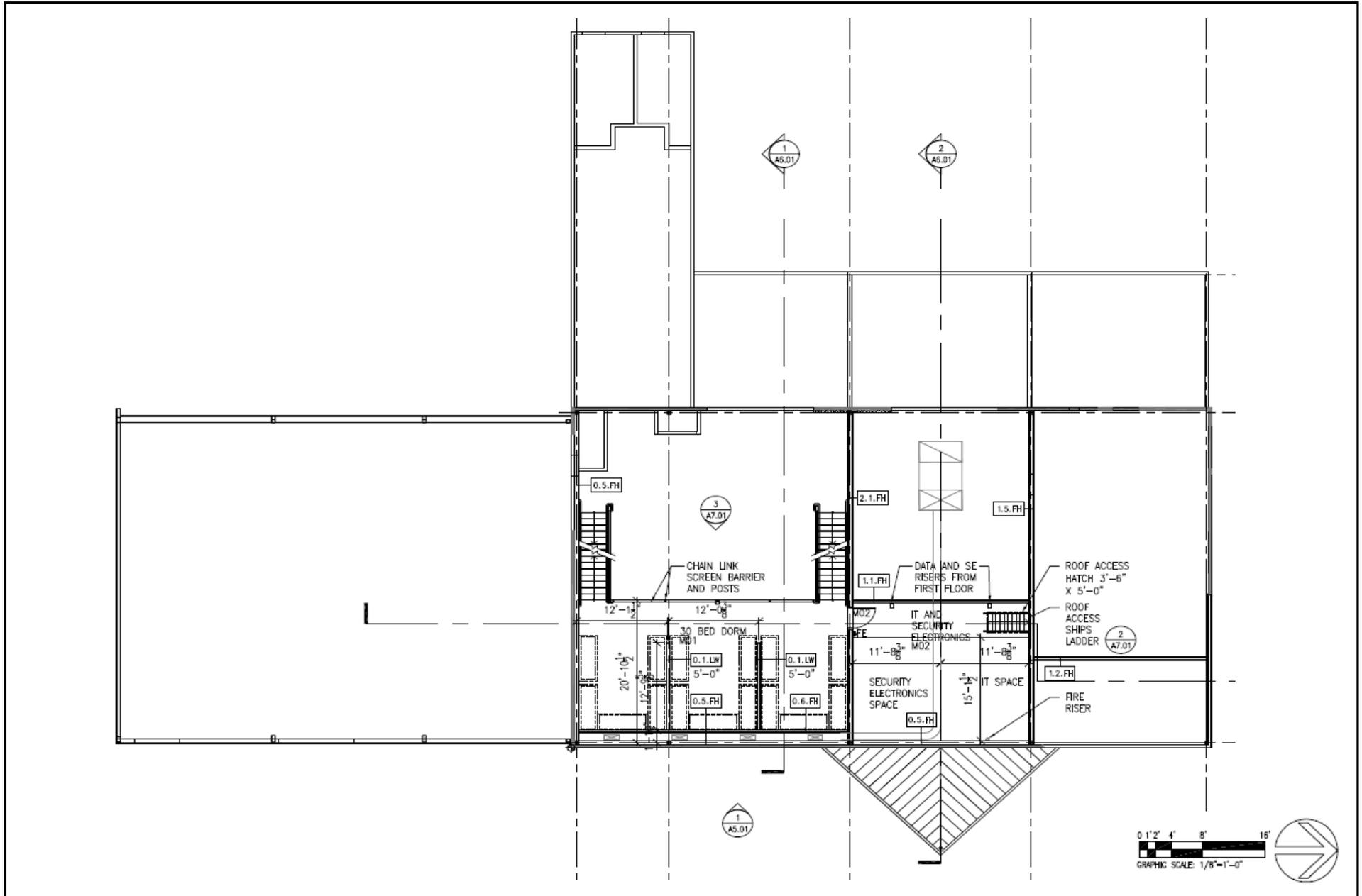
Source: KMD Architects, 2012



Figure 8

Work Release Unit - 1st Floor Plan

Thurston County Work Release Unit, Flex Housing Unit and ARC Housing Project
EIS Addendum



Source: KMD Architects, 2012



Figure 9
Work Release Unit - Mezzanine Level Plan

Landscaping

As depicted by **Figure 10**, landscaping for the proposed **Work Release Unit** would consist of the following:

- Landscape Buffer -- roughly a 25-foot wide landscape buffer is proposed along the north side of the building, adjacent to Ferguson Lane SW; and
- Planting Areas – landscaped planting areas are proposed on the east side of the building adjacent to the building entrance and along the west side of the site adjacent to the outdoor yard areas. A grass/lawn area and ornamental shrubs would also be provided along the south side of the building. The grass/lawn area would be planted with an eco-lawn seed mix which is typically a highly drought tolerant mix of grass that requires little or no fertilizing or irrigation.

Stormwater

The existing site is almost entirely covered with impervious surface and the development of the proposed **Work Release Unit** would reduce the amount of impervious surface on the site. Therefore, the existing stormwater facilities that were constructed to treat and store storm water from the existing building would be adequate. No additional stormwater drainage requirements would be required as part of the development of the proposed **Work Release Unit**.

Construction Schedule

Construction of the proposed **Work Release Unit** is tentatively scheduled to begin no later than September 2012 with occupancy by late 2012/early 2013.

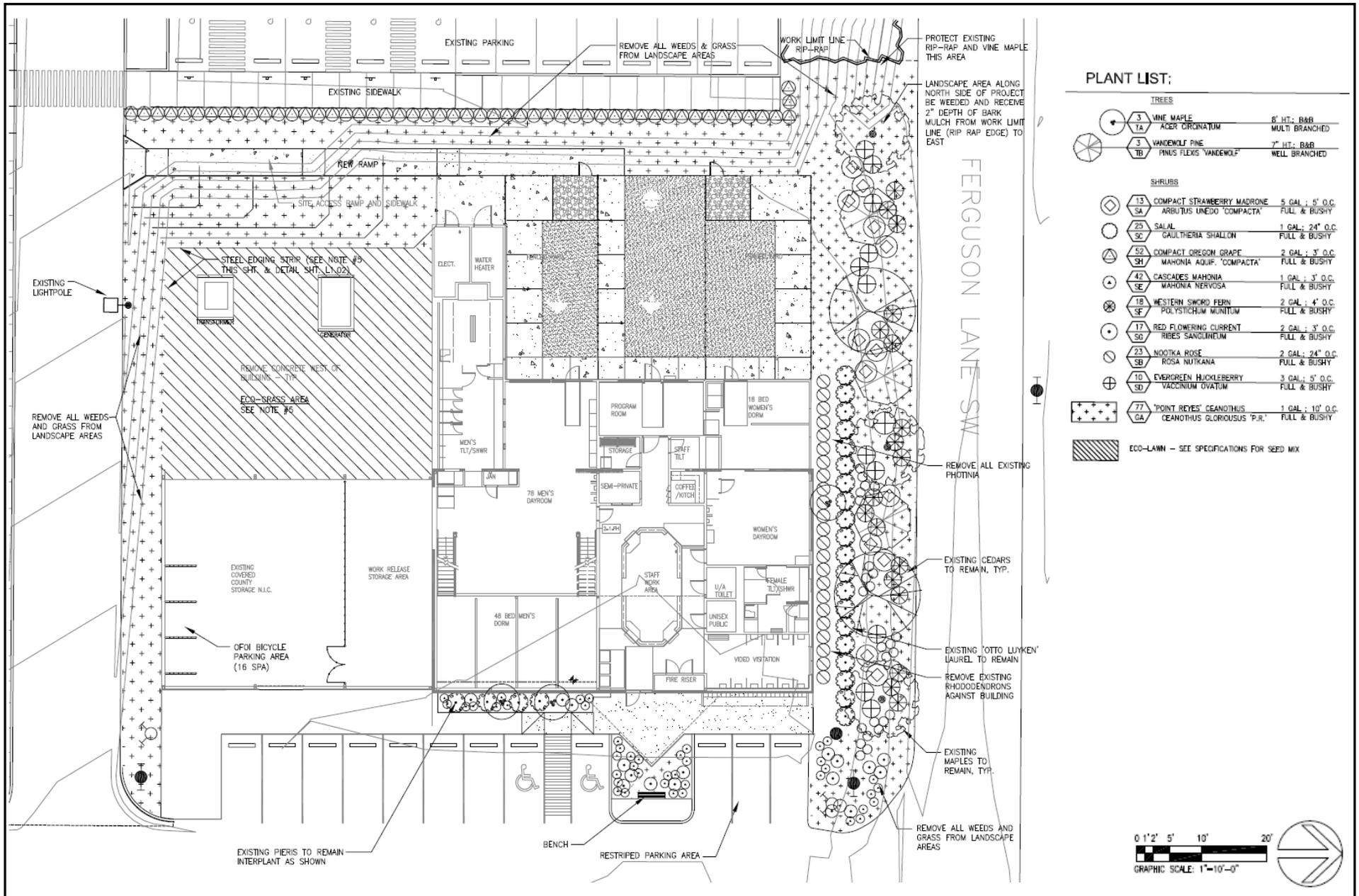
Flex Housing Unit

Building Configuration

The proposed **Flex Housing Unit** would be developed within an existing undeveloped area of the ARC site, immediately north and west of the ARC building. The proposed one-level **Flex Housing Unit** would contain approximately 21,000 square feet of building space, including a mezzanine, and would accommodate 116 beds with space for male and female inmates. This new building would be connected on its south end to the ARC building (**Figure 11**).

As depicted by **Figure 11**, the proposed **Flex Housing Unit** would provide a variety of secure housing to supplement inmate housing in the existing ARC building. Access to the housing areas in the **Flex Housing Unit** would be provided through a secure corridor. An open staff work station would be centrally located within this secure corridor.

Thurston County Work Release Unit, Flex Housing Unit and ARC Housing Project EIS Addendum

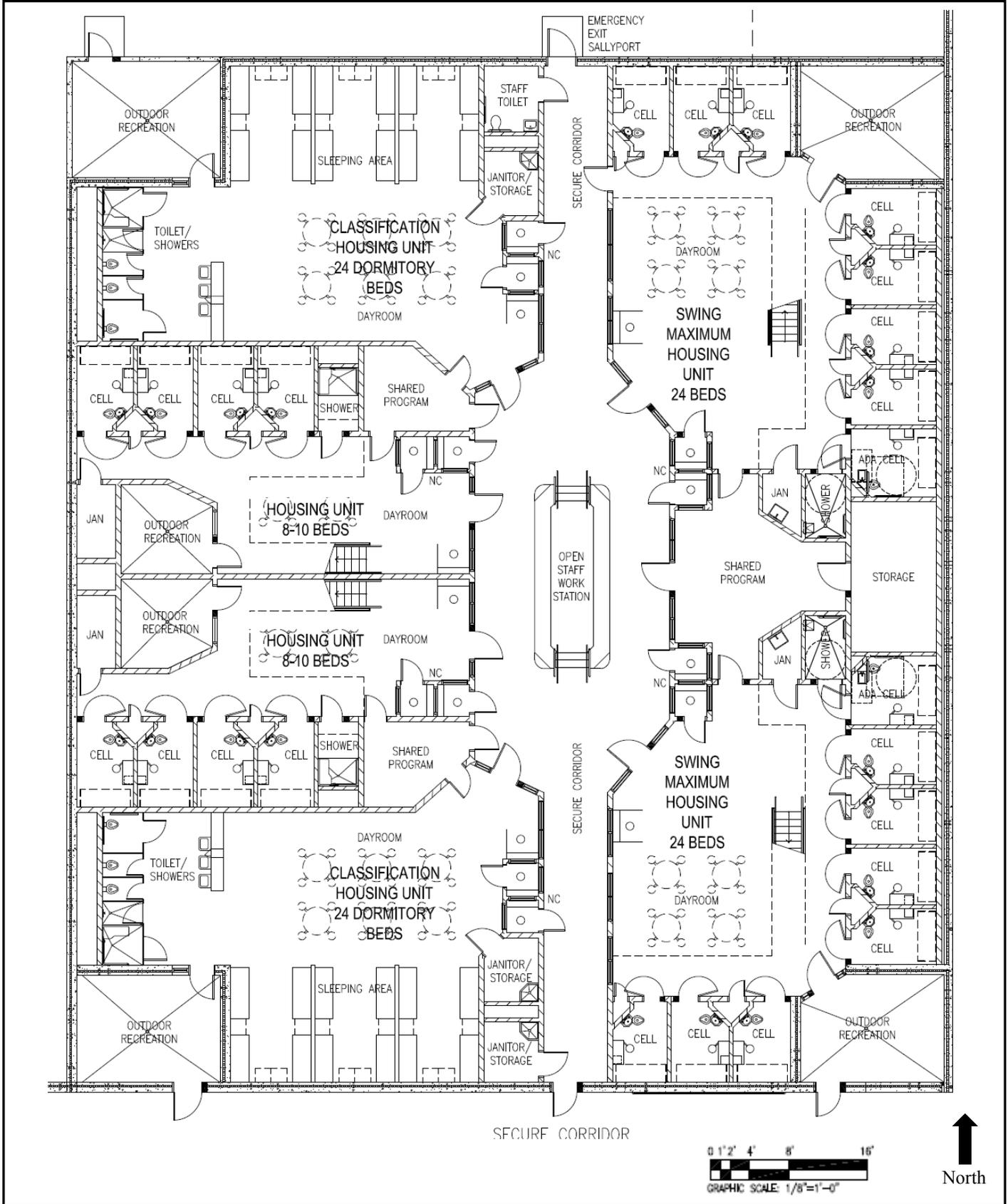


Source: KMD Architects, 2012

Figure 10

Work Release Unit - Landscape Plan

Thurston County Work Release Unit, Flex Housing Unit and ARC Housing Project EIS Addendum



Source: KMD Architects, 2012.



Figure 11
Flex Housing Unit - Site Plan

The eastern portion of the **Flex Housing Unit** would include space for two maximum security housing areas. Each maximum security housing area would include two levels of maximum security cells that would provide space for 24 beds, a dayroom area, and an outdoor recreation area. The two maximum security housing areas would be separated by shared program space and storage space (**Figure 11**).

The western portion of the **Flex Housing Unit** would include two types of housing, including dormitory-type housing and medium/maximum custody housing. Two dormitory housing areas would be located in the northwest and southwest corners of the building. Each dormitory area would include a sleeping area with 24 beds, a dayroom, shower/restroom facilities, and an outdoor recreation area. Two medium/maximum custody housing areas would be located between the dormitory housing areas. Each medium/maximum custody housing area would include jail cells to accommodate up to 10 beds, a dayroom area, shower facilities, and outdoor recreation space. Shared program space would separate the medium/maximum custody housing areas from the adjacent dormitory housing areas (**Figure 11**).

Parking

Parking for employees associated with the proposed **Flex Housing Unit** would be provided within existing ARC parking areas on the site. See Section II for a further discussion of parking on the site.

Stormwater

Proposed development of the **Flex Housing Unit** would convert existing vegetated and pervious areas of the ARC site into new impervious surfaces and as such, would require new stormwater drainage facilities to treat and store stormwater generated from the **Flex Housing Unit**. The design of the new stormwater drainage facilities would be required to be consistent with the City of Tumwater's 2010 Drainage Manual or the applicable drainage manual at the time of building permit submittal. The stormwater facility design would be reviewed by the City for compliance.

Construction Schedule

Development of the **Flex Housing Unit** would occur subsequent to the Work Release Unit with construction dependent on future funding. For purposes of this EIS Addendum, it is assumed that construction of the **Flex Housing Unit** could begin in late 2013/early 2014 with occupancy by 2015.

ARC Housing Modifications

Building Configuration

The newly constructed concrete ARC building is a single-story structure with a mezzanine level that contains about 104,000-square feet of floor area. The building includes jail facilities to accommodate 352 beds, as well as support programs, including treatment, therapy and re-entry services. The ARC facility is intended to replace the existing Thurston County Jail, which is located at the County Courthouse. Construction of the ARC facility was completed in 2010,

however, due to County funding constraints, the building has not yet been occupied. Occupancy is expected to occur by late 2012 or early 2013.

As part of the *Proposed Action* associated with this project, up to 40 new beds would be added to the existing ARC building through double-bunking, which entails changing single bed cells to double bed cells. In addition, four beds would be added to each 64-bed dormitory housing unit in the building. No new square footage would be added to the existing ARC building. When completed, the ARC building would contain 392 beds.

Construction Schedule

Modifications associated with the **ARC Housing** units would begin in September 2012 and be operational by late 2012/early 2013.

SECTION II

COMPARISON

of

ENVIRONMENTAL IMPACTS

SECTION II

COMPARISON

Of

ENVIRONMENTAL IMPACTS

This document is an Addendum to the Draft and Final EIS's that have been prepared for the *Thurston County Accountability and Restitution Center (ARC)*.¹ The *Thurston County ARC EIS* is a project specific document. It identified and evaluated probable, significant environmental impacts that may result from a Preferred Alternative and two additional alternatives. The Preferred Alternative proposed that the ARC Facility be located at the Mottman Industrial Park site in the City of Tumwater and when fully operational in approximately 20 years, contain up to 1,381 jail beds, 20 courtrooms and related offices. The Preferred Alternative proposed that the ARC Facility be constructed in multiple phases. Phase 1 was to be completed in 2010 and consist of approximately a 93,000-square foot facility with 320 beds,² and 120 associated parking stalls. The Final EIS noted that subsequent phases would occur, but did not specify when those phases would happen.

The *Thurston County ARC EIS* is hereby adopted for purposes of SEPA compliance in conjunction with this *Proposed Action*, which includes the ***Thurston County Work Release Unit, Flex Housing Unit*** and ***ARC Housing Modifications***. This adoption is pursuant to Thurston County's State Environmental Policy Act regulations (Chapter 17.09, Thurston County Code) and the State SEPA Rules (WAC 197-11-630). Copies of the *Thurston County ARC EIS* are available for review by contacting Robyn Sederberg at 360-586-3251.

Pursuant to the Thurston County SEPA regulations and the State SEPA Rules,³ an EIS Addendum is an environmental document that is used to provide additional information or analysis, but does not substantially change the analysis of significant impacts and alternatives in the existing environmental document. Existing environmental documents may be used in whole, or in part, to address environmental considerations. The previous proposal and the current proposal need not be identical, but must have similar elements that provide a basis for comparing environmental consequences (RCW 43.21C.034).

The purpose of this EIS Addendum, therefore, is to provide additional, more-detailed analysis and information concerning three components that comprise the *Proposed Action*, including the ***Thurston County Work Release Unit***, the ***Flex Housing Unit***, and ***ARC Housing Modifications***. This EIS Addendum evaluates probable, significant environmental impacts that

¹ Thurston County, April 2007 and June 2007

² The ARC Building was constructed in 2010 and the number of beds was subsequently increased to 352 and the size of the building was increased to approximately 104,000-sq.ft. The project as constructed received a conditional use permit (CUP) from the City of Tumwater.

³ Chapter 197-11-600 (4) and 197-11-706 Washington Administrative Code

may result from the *Proposed Action* and compares those impacts with those identified in the *Thurston County ARC EIS*.

Scope of Analysis of this EIS Addendum

As described in *Section I* of this EIS Addendum, the Draft and Final EIS for the *Thurston County ARC* contains detailed analyses relative to a broad range of environmental parameters. Thurston County has determined that the *Thurston County ARC EIS* is an appropriate background review document for the subject *Proposed Action* and that additional, more project-specific environmental analysis and mitigation is necessary relative to the following environmental parameters:

- **Transportation/Parking** – An analysis of transportation and parking is provided relative to trip generation and parking supply/demand for the *Proposed Action*.
- **Public Safety** – This analysis provides more detailed information regarding the County's existing work release program and the *Proposed Action* from a public safety and security stand point.

The analysis for each environmental parameter consists of a brief summary of the impacts noted in the *Thurston County ARC EIS* followed by an analysis of project-specific impacts associated with the *Proposed Action* and a comparison between impacts noted in the ARC EIS with those evaluated in this EIS Addendum.

A. TRANSPORTATION

Thurston County ARC EIS – *An Overview*

The *Thurston County ARC* EIS identified and evaluated the potential transportation impacts that could occur from the development of the ARC complex at full build-out, in approximately 20 years. The EIS analysis considered the impacts to traffic operations, transit, and parking under the Preferred Alternative at the Mottman Industrial Park Site, as well as the alternative site at Courthouse Hill.

Under the EIS Preferred Alternative, full build-out of the ARC complex would contain up to 1,381 jail beds, up to 20 courtrooms and associated offices, and approximately 975 parking spaces. Analysis of the Preferred Alternative concluded that the full build-out of the ARC would result in a net increase of approximately 4,682 daily car trips with approximately 417 trips occurring in the PM peak hour. Traffic volume impacts would occur, particularly along R.W. Johnson Boulevard and 32nd Avenue SW. Cut-through traffic would also increase on Somerset Hill Drive, but would not adversely affect the operations of this roadway. Increased traffic volume would result in associated increased delays at intersections in the site area. The largest delays would occur at the Mottman Road/Crosby Boulevard intersection, the 21st Avenue/Black Lake Boulevard intersection, and the Boston Street/Deschutes Parkway intersection. The Preferred Alternative was anticipated to generate a peak parking demand of approximately 765 vehicles, which would be accommodated by the proposed parking on the site.

The *Thurston County ARC* EIS includes mitigation measures to minimize potential transportation impacts associated with the Preferred Alternative. Mitigation measures would include a construction management plan (CMP), transportation management plan (TMP), traffic impact fees for the City of Tumwater and City of Olympia, traffic calming along Somerset Hill Drive, improvements at the Mottman Road/Crosby Boulevard intersection, and traffic control improvements. With implementation of the identified mitigation measures, no significant unavoidable transportation impacts would be anticipated.

EIS Addendum – Impacts and Comparison

The proposed ***Thurston County Work Release Unit, Flex Housing Unit and ARC Housing Project*** is located within the area analyzed in the *Thurston County ARC* EIS and is within the range of actions and impacts identified as part of the EIS Preferred Alternative. The additional inmate housing would result in about 608 beds at the ARC site, which would be roughly twice the 320 beds evaluated in the EIS for Phase 1 of the ARC. However, it would be less than half of the 1,381 beds evaluated for the Preferred Alternative at full-buildout. A *Transportation Technical Memorandum* (Heffron, 2012) was prepared for the project and is included as **Appendix B**.

Operational Assumptions

Development of the **Thurston County Work Release Unit, Flex Housing Unit and ARC Housing Project** would require additional corrections facility and maintenance/operations employees to serve the facility and is expected to have increased contract service providers/volunteers, transports, visitors, and deliveries. In addition, the number of bookings and releases associated with the ARC Facility is assumed to increase to reflect conditions anticipated in 2014 when the proposed project would be complete.

Table 2 provides a summary and comparison of the operational impacts assumed for EIS Phase 1 of the ARC project and those associated with the proposed **Thurston County Work Release Unit, Flex Housing Unit and ARC Housing Project** on the ARC site. Trip characteristics for employees were assumed to be the same as those described in the trip generation assumptions memorandum⁴ that supported the original EIS transportation analysis. In addition, trips associated with volunteers, transports and visitors were assumed to occur throughout an average day as described in the trip generation assumptions memorandum. Refer to **Appendix B** for further details on the operational assumptions.

**Table 2
OPERATIONAL ASSUMPTIONS – EIS ARC PHASE 1 AND THE PROPOSED WORK
RELEASE UNIT, FLEX HOUSING UNIT, AND ARC HOUSING PROJECT**

	EIS ARC Phase 1	ARC With Proposed Work Release Unit, Flex Housing Unit and ARC Housing Modification
Correction Facility Employees	90	126
Maintenance/Operation Employee	10 ¹	2
Contract Service Providers/Volunteers	19	25
Transports	12	15 ²
Visitors	30	45
Deliveries	10	15
Bookings and Releases	49	54
Total	220	282

Source: Heffron Transportation Inc, 2012.

¹ The EIS assumed that all County maintenance and operations employees would shift to the ARC Phase 1, which is no longer proposed.

² Includes 13 transports and 2 transport shuttles between the ARC and the Courthouse Hill site.

Work Release

The addition of the proposed **Work Release Unit** would also introduce trips associated with inmates going to and from work each day as part of the work release program. Thurston County jail staff indicate that work release inmates typically leave for and return from work between the hours of 7:30 AM and 7:30 PM. Staff estimates that approximately 20 percent of work release inmates would have a vehicle parked at the work release unit that they would use to commute to

⁴ *Thurston County Accountability and Restitution Center Trip Generation Assumptions*, February 14, 2007.

and from work. Approximately 20 percent of the inmates would receive rides from other people and about 20 percent would commute by bicycle. The remaining 40 percent of work release inmates would use transit or walk to work each day.

Trip Generation Impacts

Overall Facility Trip Generation

Trip generation estimates were developed for the entire 608-bed facility, which includes the existing ARC Phase 1 and the proposed project, using the model created for the *Thurston County ARC EIS* and based on the operational assumptions discussed above. The planned 608-bed facility is anticipated to generate 626 daily vehicle trips, with 58 trips occurring in the PM peak hour. The net increase in traffic that would occur due to the proposed ***Thurston County Work Release Unit, Flex Housing Unit and ARC Housing Project*** would include 20 daily vehicle trips and 7 PM peak hour trips. **Table 3** provides a summary of the trip generation for the ARC site.

Table 3
ARC FACILITY TRIP GENERATION – ARC PHASE 1 WITH WORK RELEASE AND FLEX HOUSING UNITS

Trip Type	Daily Trips	PM Peak Hour Trips		
		In	Out	Total
Employee and Work-Related Trips ¹	394	1	31	32
Visitor Trips ¹	86	0	4	4
Delivery Trips ¹	26	1	1	2
Work Release Trips ¹	120	10	10	20
ARC Facility with 608 beds	626	12	46	58
Less Phase 1 with 320 beds (previously analyzed in EIS)	-498	-6	-30	-36
Less Existing Light Industrial Uses ²	-108	-2	-13	-15
Net Difference in Trips Compared to Prior Phase 1	20	4	3	7

Source: Heffron Transportation, Inc., 2012.

¹ Daily PM peak hour trips were estimated based on information provided by Thurston County staff.

² The existing uses on the Mottman site include a welding business, a general contractor, a painting company, an attorney office, a vacant office, and a van transport service located in two buildings totaling 15,360 sq. ft. Daily and PM peak hour trip generation for the existing uses were estimated using trips rates for “General Light Industrial” (LU 110) in *Trip Generation (8th Edition, Institute of Transportation Engineers, 2008)*. These uses and associated trips currently occur on the site.

The total trip generation of the 608-bed facility is expected to be far below the level evaluated in the *Thurston County ARC EIS* for the full build-out condition, which forecasted and evaluated a total net increase in site trips of 4,682 per day and 417 during the PM peak hour. As such, trip generation for the 608-bed facility would fall within the range analyzed for full build-out of the ARC and would be consistent with the *Thurston County ARC EIS*.

Work Release Unit

As described previously, the addition of the proposed **Work Release Unit** would introduce new trips associated with inmates going to and from work each day as part of the work release program. **Table 4** details the portion of site trips that would be associated with the proposed **Work Release Unit**. All visitor trips were assumed to occur at the proposed **Work Release Unit** since visitors for the entire ARC site would use the 11 video visitation booths in the building.

Table 4
NET INCREASE IN TRIP GENERATION ASSOCIATED WITH THE PROPOSED WORK RELEASE UNIT

Trip Type	Daily Trips	PM Peak Hour Trips		
		In	Out	Total
Employee Trips ¹	40	0	3	3
Visitor Trips ¹	86	0	4	4
Work Release Inmate Trips ¹	120	10	10	20
Work Release Unit Total	246	10	17	27
Less Existing Light Industrial Uses ²	-46	-1	-5	-6
Net Difference in Trips	200	9	12	21

Source: Heffron Transportation, Inc., 2012.

¹ Daily PM peak hour trips were estimated based on information provided by Thurston County staff.

² Daily and PM peak hour trip generation for the existing uses were estimated using trips rates for "General Light Industrial" (LU 110) in Trip Generation (8th Edition, Institute of Transportation Engineers, 2008). These uses and associated trips currently occur on the site and are assumed to be removed with development of the Work Release Unit.

As shown in **Table 4**, the **Work Release Unit** is anticipated to generate 246 of the 626 total daily trips at the ARC site and 27 of the 58 PM peak hour trips. The table also illustrates how traffic generated by the **Work Release Unit** would be different than traffic generated by the existing building if it were to remain for light industrial uses.

Parking Demand and Supply

Parking demand for the 608-bed ARC Facility (existing Phase 1 ARC and the proposed project) was estimated based on information and assumptions described earlier for operational assumptions and trip generation. **Table 5** provides a summary of the peak parking demand that would be generated on the ARC site. Refer to **Appendix B** for further details and the complete 24-hour weekday parking demand accumulation data.

**Table 5
PEAK PARKING DEMAND – ARC FACILITY WITH WORK RELEASE UNIT AND FLEX
HOUSING UNIT (608-BEDS)**

Parked Vehicle Type	Peak Parking Demand	Time of Day Peak Would Occur
Employee and Work-Related Vehicles	84	2:30 PM
Booking/Release/Transfer Vehicles	18	10:00 AM
Visitor/Work Release Vehicles	29	7:00 PM
Delivery Vehicles	2	8:00 AM
Total for All Vehicles¹	99	2:30 PM

Source: Heffron Transportation, Inc., 2012.

¹ The overall peak parking demand represents the largest number of vehicles parked on site at any one time. Because the peak parking demands for each user type occurs at different times of the day, the overall peak parking demand does not equate to the sum of the individual peak parking demands.

As shown in **Table 5**, the overall weekday peak parking demand is expected to be 99 vehicles and is anticipated to occur at 2:30 PM. The weekday peak parking demand for the **Work Release Unit** is expected to be 29 vehicles and would occur at 7:00 PM when inmate vehicles would be onsite at the same time as visitor vehicles.

Total weekend peak parking is expected to be similar to weekday peak parking; however, staff and volunteer parking is expected to be slightly lower, while visitor parking demand is likely to be slightly higher.

Based on the provision of 11 video visitations carrels, peak visitor parking is estimated at 22 vehicles, assuming overlapping visitors for each carrel. The peak visitor demand is expected to be less than was assumed for the *Thurston County ARC EIS* due to the change from face-to-face visitation to video visitation in a limited number of carrels. Video visitation is also assumed to occur more frequently and over more hours to accommodate the anticipated demand. In addition, a total of 20 work release-related vehicles are assumed to be parked on the site during the weekend.

It is anticipated that the parking demand for each element would fluctuate slightly around the levels described depending on daily activities and operations on the site. Typically, parking facility designers include parking supply to accommodate the potential peak demand plus provide a buffer supply to:

- Address periodic fluctuations;
- Accommodate days that might be unusually high; and,
- Provide flexibility for facility operations, for example employee shift adjustments, and changes to visitor days and hours.

Therefore, it is recommended that the parking supply accommodate the peak demand levels described above and provide a buffer of 12 percent, given the operation of the facility and the potential periodic fluctuations in visitors. As such, the minimum recommended parking supply would be 142 spaces, 84 spaces to accommodate midday peak demand for employees at shift

change, 20 spaces for work release inmate vehicles, 22 spaces for visitors, and a buffer supply of 16 spaces.

A parking supply of 142 or more spaces would allow the facility to meet its typical peak weekday and weekend parking demands and would accommodate unexpected and infrequent days when demand exceeds typical conditions. It would also provide the facility with the flexibility to adjust operations according to its needs (i.e. adjusting shift times or visitation periods). Therefore, the 142 parking spaces is a reasonable parking supply requirement for the **Thurston County Work Release Unit, Flex Housing Unit and ARC Housing Project**.

The proposed site plan for the project would maintain the existing parking supply that currently exists on the site, which includes 156 spaces for staff and visitors, as well as 17 spaces for official vehicles. Therefore, the site would have adequate parking supply to both meet the projected peak demand and the minimum requirement.

Work Release Unit

Parking demand for the **Work Release Unit** would include work release inmate vehicles and parking demand generated by video visitation that would occur within the work release building. As described previously, the weekday peak parking demand for the **Work Release Unit** is expected to be 29 vehicles, which would occur at 7:00 PM when inmate vehicles would be onsite at the same time as visitor vehicles, which is estimated at 9 vehicles at this hour. The proposed project would designate 29 spaces around the **Work Release Unit** to meet this peak demand.

Transit and Non-Motorized Transportation

The ARC facility, including the existing Phase 1 building and the proposed project, is expected to generate some transit trips on a daily basis. It is anticipated that up to 7 percent of the day shift employees could use transit (approximately 3 employees) to commute to the site and about 25 percent of the release inmates (approximately 6 or 7 per day) could use transit to leave the site.

The largest number of transit trips would likely be associated with the proposed **Work Release Unit** and inmates leaving the site and returning each day from work. It is estimated that up to 40 percent of the work release inmates could use transit each weekday. If the facility were at full capacity there would be approximately 40 transit riders leaving the site in the morning and returning in the evening. These trips would be anticipated to occur using the existing Intercity Transit Route 42 with a modified route to serve the ARC site. Intercity Transit may request funding support from the County in order to continue service to the ARC and Family Court/Juvenile Facility. At the time of the issuance of the *Thurston County ARC EIS*, Intercity Transit staff indicated that Route 42 would be reviewed for the ability to extend service to reach the ARC site. Currently, Route 42 makes 15 trips per day at the nearby Family Court Building. This includes five morning trips between 7:00 and 8:40 AM, five mid-day trips between 11:45 AM and 1:25 PM and five afternoon trips between 4:15 and 5:55 PM.

The proposed **Work Release Unit** could generate some pedestrian and bicycle trips each day as well. It is anticipated that 15- to 20 percent of the work release inmates could walk or ride a

bicycle to and from their job. If the **Work Release Unit** were at full capacity, this would translate to approximately 15 to 20 pedestrian or bicycle trips each morning and afternoon.

Mitigation Measures

Mitigation measures for potential transportation-related impacts were identified for the full build-out of the ARC in the *Thurston County ARC EIS*. Because no significant impacts were identified for the proposed **Thurston County Work Release Unit, Flex Housing Unit** and **ARC Housing Project** beyond those that were identified in the *Thurston County ARC EIS*, no additional mitigation measures have been provided.

Significant Unavoidable Adverse Impacts

Development of the proposed **Thurston County Work Release Unit, Flex Housing Unit** and **ARC Housing Project** and associated trip generation would be consistent with the analysis of the full build-out condition in the *Thurston County ARC EIS* and as such, significant transportation impacts would not be anticipated..

B. PUBLIC SAFETY

Thurston County ARC EIS – *An Overview*

The *Thurston County ARC EIS* identified and evaluated the potential public service and utilities impacts that could occur from the development of the ARC complex at full build-out, in approximately 20 years. In particular, the EIS analyzed potential impacts to public services, including fire and emergency services, police services, as well as public utilities including communications, water, stormwater, sewer, solid waste, and electrical/natural gas utilities. For purposes of this EIS Addendum, the analysis will focus on impacts identified for police services and indirectly public safety considerations to provide further clarity on the safe and secure operations of the Work Release Unit and Flex Housing Unit, as well as the increase in the amount of inmate housing on the ARC site, which would be consistent with the full build-out condition analyzed in the *Thurston County ARC EIS*. Potential impacts associated with the remaining public services and utilities would be consistent with the analysis of the full build-out of the ARC in the *Thurston County ARC EIS*.

The *Thurston County ARC EIS* notes that for the Preferred Alternative additional buildings on-site would result in new demands for police services. This would involve the transportation of inmates between the jail and courtroom facilities, for example. As stated in the EIS, “Thurston County would coordinate with both the City of Tumwater and the City of Olympia to maintain public safety”. Video arraignment, if provided, would lessen the necessity of transferring inmates between such facilities and reduce police service-related impacts relative to transportation. Inmates who are released from the existing jail typically exit the area quickly and this is expected to be the case with the ARC Facility. The *Thurston County ARC EIS* indicated that there would be no anticipated change in the role of the Tumwater Police Department under the Preferred Alternative.

No significant environmental impacts were identified in the *Thurston County ARC EIS* relative to police services, and indirectly regarding public safety. No mitigation measures were identified relative to Police Services, and no significant unavoidable adverse impacts were noted.

EIS Addendum – Impacts and Comparison

Background

As described in *Section I* of this EIS Addendum, the National Institute of Justice (NIJ) conducted a study in 1996 regarding work release facilities in the State of Washington and their effects on recidivism and corrections costs.⁵ While no existing studies have been conducted on county-operated facilities, the analysis of state-operated work release programs provides relevant insight into the overall success of work release programs in general. The 1996 study found that, work release programs in Washington State are generally successful in reducing recidivism and pose little risk to the surrounding community. Of the nearly 2,000 inmates that were involved in work release programs during the study, 56 percent of the work release participants were

⁵ Sarah Turner, Ph.D. and Joan Petersilia, Ph.D., *Work Release: Recidivism and Corrections Costs in Washington State*. December, 1996.

judged to be successful in work release,⁶ while an additional 13.5 percent were considered to be moderately successful in the program.⁷

The most frequent reasons for inmates to return to prison from work release programs were for failure to abide by curfews or voluntarily leaving the program, drug possession, and other program rules infractions. New crimes or law violations accounted for only 3.6 percent of those inmates who were returned to prison. In fact, in the entire study, records indicate that work release participants did not commit any violent felonies and the few crimes committed were theft and forgery.

Thurston County’s Existing Work Release Program and Participants

In addition to secure incarceration, Thurston County has five Correctional Options Programs. They include Electronic Home Monitoring, Day Reporting Offender Program, Day Jail Program, Work Release, and Community Betterment/Outside Detail Inmate Workers. Each program requires that the inmate enter into a contract with the County and agree to the specific conditions of supervision that is associated with each program, as well as comply with any additional court ordered stipulations. Any violation of these conditions may result in a disciplinary infraction and an administrative hearing or a non-compliance hearing by the court of jurisdiction with return to secure confinement. Inmates are required to pay fees of \$15 per day or \$105 per week to participate in the program.

Historically, the existing Work Release Program has averaged approximately 65 participants per year, including an average of 57 male inmates and 8 female inmates. See **Table 6** for a summary of the number of work release participants over the past five years). As of April 2012, there are 33 males and 3 females participating in Thurston County’s Work Release Program.

**Table 6
WORK RELEASE FACILITY POPULATION – 2007-2011**

	2007	2008	2009	2010	2011
Male Inmates	61	62	55	52	55
Female Inmates	7	9	9	8	8
Total Inmates	68	71	64	60	63

Source: Thurston County Sheriff’s Office, 2012.

Note: Population totals represent the average monthly population for the facility.

The County’s Work Release Program is a court ordered program of partial confinement that is designed to re-introduce inmates into society and allow them to become a positive member of the community. Participants may be employed or employable, attend a treatment program, or attend a school based on the authorization granted by the court. As with the other Correctional

⁶ Per the 1996 study, participants were deemed successful if they completed work release without any rule infraction or new crimes and returned directly into the community from work release.

⁷ Per the 1996 study, participants were considered moderately successful if they had committed a rule infraction, but one not deemed serious enough to warrant removal from the work release program.

Options Programs, participants in the Work Release Program must sign a contract and agree to comply with all standards and rules of the program. They also must pay a fee to participate. Like the other programs, failure to comply with the rules and standards can result in the inmate being returned to the Thurston County Jail. Further limitations and restrictions, as appropriate, can also be placed on inmates in the Work Release Program, including, but not limited to the following:

- must demonstrate appropriate behavior and be free from any major infractions for 30 days;
- must participate in the Chemical Dependency Program and may phase into work release as part of treatment;
- must show proof of treatment attendance and compliance;
- must remain in a certain geographical area;
- no driving;
- no contact with minors whatsoever;
- must not go on or near places where minors congregate (e.g., parks, movie theaters, schools); and
- must have mental health clearance prior to starting the program.

Not all inmates are eligible for work release as Washington State statutes prohibit work release for specific criminal charges, particularly Level III sex offenders. Additionally, inmates with a serious offense history receive a more thorough screening and background review and must be approved by the Support Services Captain for participation in the program.

Offenders typically participate in the Work Release Program for one year or less. While in the program, inmates are released for work for no more than 12 hours per day and are not allowed to work more than six days per week. As noted previously, depending upon terms of their contract, they may be authorized to attend community based treatment, employment/training programs, court appointments or scheduled medical appointments. While they are in the community, inmates are monitored by work release staff to confirm their location and schedule. Inmates are confined to the work release unit if they are not at work or attending an approved activity.

Currently, there is no specific inmate and employer matching program. However, it is the County's goal to implement such a program in 2012. Participants in the program are paid at least minimum wage by their employer. In 2011, 67 percent of the inmates that participated in the County's Employment and Training Program gained employment.

Over the past five years there have been very few incidents at the existing work release facility. There have been inmates that have failed to return to the work release facility and these inmates were disciplined in accordance with the facility standards and regulations. No actual direct escapes from the facility have occurred. Overall, the existing facility generates very few response calls for police service, about six or fewer calls per year. In addition, there have been no complaints from local neighbors regarding the existing work release facility and its operations⁸.

⁸ *Personal communication with Captain Deborah Thompson, Thurston County Sheriff's Office. March 2012.*

Existing Work Release Facility – Building, Staff and Security Measures

Thurston County has operated a work release program for approximately 30 years and, for the last 17 years, has operated the program out of the County's existing Courthouse Hill site off of Lakeridge Drive SW in the City of Olympia. The existing facility contains 3,520 square feet of building area and is comprised of several single-wide trailers that make up the residential housing portion of the facility.

Thurston County's work release staff is responsible for constant direct and indirect supervision of work release inmates. As such, they also conduct periodic road and telephone checks to confirm the location and schedule of inmates that are working in the community. Currently, there are 12 Corrections Deputies that are assigned to the existing facility. They are responsible for staffing three shifts per day, 7 days per week and 365 days per year. A minimum of at least two staff personnel are on-duty during each shift. If the population of the work release facility exceeds 79 people, staffing levels increase to three deputies for both the day shift and the swing shift with two deputies for the graveyard shift.

The existing work release facility includes a broad range of security features. Security fencing surrounds the front, rear and side yard areas of the building and metal fence enclosures surround the entrance to the staff office. Security cameras are located within the dorm housing units and on the outside perimeter of the facility. The camera view of the front yard and entrance is under constant surveillance by the Master Control Operators. Emergency response buttons are located in the staff office and enunciate in the Master Control Room. In addition, staff gun lockers are located near the side entrance to the staff office and all staff radios are equipped with "man down" alarms.⁹

Proposed Work Release Unit, Flex Housing Unit & ARC Housing

Work Release Unit

The proposed **Work Release Unit** would utilize an existing, vacant office/warehouse building that is located in the northeast portion of the ARC site, the former AI's Welding Building at 3013 Ferguson Lane SW. This building would be remodeled and expanded by 1,000 square feet to provide approximately 7,700 square feet of building space to accommodate a 100-bed, segregated Work Release facility for men and women. The women's housing space would include an estimated 20 beds, while the men's housing space would include approximately 80 beds. A public video visitation area would be provided in the building and would include 11 video visitation booths. Parking for approximately 29 vehicles would be provided adjacent to the building and parking for about 16 bicycles would be provided within the covered storage area to the southeast of the building.

As a result of the increase in bed space to house work release program inmates, Thurston County has proposed to increase the number of full-time employees (FTEs) for the **Work Release Unit** from 12 to 13.47 FTEs. Staffing levels would continue to follow the current minimum levels identified by Thurston County. If the work release population exceeds 79 inmates then staffing levels would require three deputies for the day shift and swing shift and two deputies for the graveyard shift.

⁹ Personal communication with Captain Deborah Thompson, Thurston County Sheriff's Office. March 2012.

The proposed building would include numerous security features. Unlike the existing facility, the proposed **Work Release Unit** would include fencing of the outdoor yard areas at the western edge of the building which would include sight barrier features to limit visibility into and out of the facility. Security cameras would be located throughout the building and on the outside perimeter of the facility. Security monitoring of the **Work Release Unit** would be available from within the building, as well as from the existing ARC Building. In addition, Work Release Unit staff would be responsible for monitoring inmates while in the building and would also conduct periodic road and telephone checks to confirm the location and schedule of inmates working in the community. Public transit on Intercity Transit Route 42 is also located adjacent to the Work Release Unit on Ferguson Street SW and would provide accessible transportation for inmates working in the community. In accordance with the work release program standards and rules, inmates who are found to violate the standards and rules would lose their work release eligibility and would be returned to the ARC Facility.

Consistent with the historical data for the existing work release facility, it is anticipated that the proposed **Work Release Unit** would generate very few calls for police service response from outside of the ARC Facility site. As a result, it is anticipated that there would be no significant increase in calls for police services from the City of Tumwater and no significant impacts to police services would be anticipated, even though the work release population could increase to 100 inmates from the current average of 65.

As described above, studies conducted on work release programs in the State of Washington indicate that a majority of the participants are successful during their time in work release and a very low percentage of inmates commit new crimes or law violations while in work release that would result in the need to return to prison. In addition, the existing work release facility has had very few incidents involving work release inmates over the last five years. As with the County's other Correctional Options Programs, it is a privilege for an inmate to be part of the Work Release Program. Therefore, it is anticipated that the proposed Work Release Unit would function in a consistent manner with few incidents or new crimes from inmates participating in the program. No significant increase in crime or associated impacts to public safety would be anticipated with the development of the proposed Work Release Facility and no additional mitigation measures would be required.

Flex Housing Unit

The proposed **Flex Housing Unit** would be developed within an existing undeveloped portion of the ARC site that is immediately north and west of the existing ARC building. The proposed **Flex Housing Unit** would include approximately 21,000 square feet of building space and would contain about 116 beds. Housing space would be provided for male and female inmates and would be allocated for a variety of uses, including 72-hour holding/classification, female housing including minimum, medium and maximum security, mentally ill inmates, administrative segregation, protective/no-contact custody, and overflow housing. The new building would be connected to the existing ARC Building via the secured corridor.

The existing ARC Building includes video security surveillance throughout the building and provides several locations throughout the building to monitor surveillance of the building, including the main security control room. The proposed **Flex Housing Unit** would include a similar level of video surveillance that would be monitored by the main security control room. In

addition, the staff work station that is centrally located in the **Flex Housing Unit** would have access to video surveillance of all housing units located in the unit.

Development of the **Flex Housing Unit** would require the addition of two new staff positions for a total of 10 FTEs. Staff for the **Flex Housing Unit** would also be responsible for monitoring inmates that are housed within the unit. Staffing levels would be consistent with Thurston County standards and no significant impacts to public safety would be anticipated with the development of the proposed **Flex Housing Unit**.

ARC Housing

Approximately 40 new beds would be added to the existing ARC building through double-bunking (changing single bed cells to double bed cells) and adding four beds to each 64-bed dormitory housing unit in the building. No new square footage would be added to the existing ARC building. When completed, the ARC facility would contain a total of 392 beds.

As described above, the existing ARC Building contains numerous security features including video security cameras throughout. Video security images are constantly monitored from several locations in the building, including the main security control room located on the east side of the building. Each housing unit within the ARC Building also includes staff work stations that allow for video surveillance monitoring for their respective housing unit. ARC staff would be responsible for direct and indirect supervision of inmates in the building and staffing levels in the building would be consistent with Thurston County standards. No significant impacts to public safety would be anticipated with the addition of new beds to the existing ARC Building.

Mitigation Measures

The following mitigation measures would be implemented to help minimize potential public safety impacts that could occur from the **Thurston County Work Release Unit, Flex Housing Unit** and **ARC Housing Project**.

- Proposed development of the **Thurston County Work Release Unit, Flex Housing Unit** and **ARC Housing Modifications** would include video security surveillance cameras throughout all new development. Video surveillance would be monitored within each of the buildings, as well as within the ARC main security control room.
- ARC Staff would be responsible for monitoring inmates while they are housed in the proposed **Work Release Unit, Flex Housing Unit** and **ARC Building**. Staff would also periodically monitor work release inmates by conducting road and telephone checks to confirm their location and schedule while they are working in the community.
- Security fencing would be provided for the **Work Release Unit** outdoor yard areas at the western edge of the building and would include sight barrier features to limit visibility into and out of the facility.
- Security lighting is currently in place on the ARC Facility site and will be expanded to the proposed **Work Release Unit** and **Flex Housing Unit** in accordance with City of Tumwater standards.

Significant Unavoidable Adverse Impacts

With the implementation of the mitigation measures, no significant public safety impacts are anticipated with the development of the proposed ***Thurston County Work Release Unit***, the ***Flex Housing Unit***, and the ***ARC Housing Modifications***.

REFERENCES

REFERENCES

City of Tumwater. *Tumwater Municipal Code*, <http://www.codepublishing.com/wa/tumwater/>. Accessed April 2012.

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APPENDICES

APPENDIX A
DISTRIBUTION/NOTIFICATION LIST

DISTRIBUTION LIST

Distribution List

Copies of this EIS Addendum have been distributed to the following agencies and organizations:

Federal Agencies

US Army Corp of Engineers – Regulatory Branch
US Coast Guard – 13th Coast Guard District
US Fish and Wildlife Service – Pacific Region
US NOAA Fisheries

State Agencies

Department of Agriculture
Department of Ecology
Department of Ecology – Southwest Regional Office
Department of Fish and Wildlife
Department of Health
Department of Natural Resources
Department of Transportation – Olympic Region
Department of Archaeology and Historic Preservation
Office of Marine Environment and Resource Programs – Washington Sea Grant Program

Regional Agencies

Thurston County

Accountability and Restitution Center Chief Deputy
Resource Stewardship Department
Public Health and Social Service Department – Environmental Health Division
Public Works Department – Roads Development Review Section
Sheriff's Office
Superior Court Administrator

City of Lacey

Community Development Department
Mayor's Office

City of Olympia

Community Planning and Development Department
City Manager's Office
Mayor's Office
Fire Department
Police Department
Parks and Recreation Department
Public Works Department

City of Tenino
Planning Department
Mayor's Office

City of Tumwater
Community Development Department
City Administrator
Mayor's Office
Fire Department
Police Department
Parks and Recreation Department
Public Works Department

City of Yelm
Community Development Department
Mayor's Office

Town of Bucoda
Planning Department
Mayor's Office

Town of Rainier
Planning Department
Mayor's Office

Tribes

Nisqually Tribe
Squaxin Tribe
Chehalis Tribe

Utilities and Service Providers

Puget Sound Clean Air Agency
Puget Sound Energy
Puget Sound Water Quality Authority

Other Agencies

Mason County Community Development Department
Montesano Department of Fish and Wildlife
Tumwater School District #33
Tumwater Hill Elementary

Newspapers and Libraries

Tumwater Timberland Library
Olympia Timberland Library
The Olympian

Notification List

Individuals who received copies of the FEIS and property owners within 1,400 feet of the project were notified that the EIS Addendum is available on Thurston County's website at www.co.thurston.wa.us. All parties who participated/commented as part of the Essential Public Facilities process were also notified that the document is available on the County's website.

APPENDIX B
TRANSPORTATION TECHNICAL
MEMORANDUM

TECHNICAL MEMORANDUM

Project: Thurston County Accountability and Restitution Center

Subject: Work Release Unit, Flex Housing Unit, and ARC Housing Modifications Transportation Impacts

Date: June 5, 2012

Authors: Tod McBryan, P.E. 
Laura Van Dyke, P.E., P.T.O.E. 

In June 2007, the Thurston County Planning Department issued the Final Environmental Impact Statement (FEIS) for the *Thurston County Accountability and Restitution Center*. The *Preferred Alternative* that was evaluated in the FEIS proposed that the Accountability and Restitution Center (ARC) be located at the Mottman Industrial Park site and contain up to 1,381 jail beds, together with up to 20 courtrooms and related offices at full build-out. In September 2007, the City of Tumwater approved the Conditional Use Permit that authorized construction of Phase 1 of the regional correctional facility with 352 beds with a minimum parking supply for 120 vehicles. The site currently has a total of 156 parking spaces (71 staff, 8 overflow, 31 public, and 46 spaces near the existing Al's Welding and Christianson buildings¹) at the Mottman Industrial Park Site. In addition, the site has 17 spaces for official vehicles (5 for medical vehicles, 5 for police vehicles, 6 patrol parking spaces, and 1 space for a bus).

Thurston County is now proposing two additional housing units and a housing modification at the Mottman site. The current proposal includes:

- Work Release Unit – The proposed Work Release Unit would utilize an existing, vacant office/warehouse building located in the northeast portion of the ARC site. This building would be remodeled and expanded by approximately 1,000 square feet (sf) to provide approximately 7,700 sf of building space to accommodate a 100-bed, segregated Work Release facility for men and women. A public, video visitation area for the ARC would be provided in the building. (Note that the transportation analysis for original EIS assumed traditional on-site visitation; therefore, this change merely changes the manner in which on-site visitation occurs.)
- Flex Housing Unit – The proposed Flex Housing Unit would be developed within an existing undeveloped portion of the ARC site that is immediately north and west of the existing ARC building. The proposed Flex Housing Unit would include approximately 21,000 square feet of building space and would contain up to 116 beds. The new building would be connected to the existing ARC building.
- ARC Housing Modifications – An addition of 40 new beds would be added to the existing ARC building through double-bunking (changing single bed cells to double bed cells). No

¹ Parking supply count provided by Thurston County staff, April 2012.

new square footage would be added to the existing ARC building for this change. When completed, the ARC facility would contain a total of 392 beds.

These additional units and modifications would result in a total of 608 beds at the Mottman site. This is roughly twice the number of beds evaluated in the original transportation analysis (320 beds) for Phase 1 of the ARC project.² However, the proposed number of beds are less than half (about 44%) of the number evaluated (1,381 beds) for the full-build condition of the ARC. Also, the current proposal would not include any of the court facilities and related offices described in the FEIS.

The following sections describe the operational assumptions and impacts to trip generation, parking, transit, and non-motorized modes associated with the increased number of jail beds and the addition of the Work Release unit.

1. Operational Assumptions

A larger facility would require additional corrections facility and maintenance/operation employees and is expected to have increased contract service providers/volunteers, transports, visitors, and deliveries. In addition, the number of bookings and releases associated with the ARC is assumed to increase to reflect conditions anticipated in 2014 when the proposed work release and flex housing units would be complete.

1.1. Correction Facility Employees

According to Thurston County staff,³ there are planned to be 126 corrections facility employees at the ARC in the future when proposed Work Release and Flex Housing units and housing modifications are complete (compared to 90 corrections facility employees assumed for Phase 1 in the original transportation analysis⁴). Trip characteristics for these employees were assumed to be the same as those described in the trip generation assumptions memorandum⁵ that supports the original transportation analysis.

1.2. Maintenance/Operation Employees

There are planned to be 2 maintenance and operations employees at the ARC in the future when proposed Work Release and Flex Housing units and housing modifications are complete (compared to 10 maintenance and operations employees assumed for Phase 1 in the original transportation analysis; previously it was assumed that all County maintenance and operations employees would shift to the Mottman site with Phase 1, which is no longer proposed). Trip characteristics for these employees were assumed to be the same as those described in the trip generation assumptions memorandum that supports original transportation report.

² *Transportation Technical Report for the Thurston County Accountability & Restitution Center Draft Environmental Impact Statement*, Heffron Transportation, Inc., April 4, 2007.

³ Robyn Sederberg, April 28, 2012.

⁴ *Transportation Technical Report for the Thurston County Accountability & Restitution Center Draft Environmental Impact Statement*, Heffron Transportation, Inc., April 4, 2007.

⁵ *Thurston County Accountability and Restitution Center Trip Generation Assumptions*, February 14, 2007.

1.3. Contract Service Providers/Volunteers

Based on information provided by Thurston County staff, it is understood that the current level of 25 contract service providers/volunteers would remain for the 608-bed facility. These trips were assumed to occur throughout an average day as described in the trip generation assumptions memorandum that supports the original transportation analysis.

1.4. Transports

The numbers of city, state, and medical transports are also expected to increase. It was assumed that there would be 13 transports on an average day with a 608-bed facility. In addition, it was assumed that there would be 2 transport shuttles between Mottman and Courthouse Hill each day. All transport trips were assumed to occur throughout an average day as described in the trip generation assumptions memorandum that supports the original transportation analysis.

1.5. Visitors

With a 320-bed facility, it was assumed that there would be an approximately 30 visitors on an average weekday in the original analysis. It would be reasonable to assume that the number of visitors would increase proportional to the number of beds. However, according to Thurston County staff, the County will be doubling the number of weekday family visitation days from two to four. After adjustments to reflect a higher level of visitors and to account for additional visitation days, it is estimated that the number of visitors would increase to 45. All visitor trips were assumed to occur on an average day as described in the trip generation assumptions memorandum that supports the original transportation analysis. It is also important to note that the County is looking into providing visitation using Skype. This would allow visitation without generating trips to the Mottman site. Implementing Skype visitation would reduce the number of trips and parking associated with visitors.

1.6. Deliveries

In the FEIS, 10 deliveries were assumed for a 320-bed facility and 20 deliveries were assumed for a 1,381-bed facility. Therefore, 15 deliveries were assumed for a 608-bed facility.

1.7. Bookings and Releases

In the FEIS, it was estimated that 19 persons would be booked and 30 persons would be released on an average weekday in 2010. The number of bookings and releases are expected to increase over time as the population of Thurston County increases. As described in the FEIS, Thurston County population is projected to increase by 2% per year. Therefore, it was assumed that 21 persons would be booked and 33 persons would be released on an average weekday in 2014 when the work release and flex housing units are planned to be complete.

1.8. Work Release

The addition of the work release unit would introduce trips associated with inmates going to and from work each day as part of the work release program. According to Thurston County staff, work release

inmates are expected to leave for and return from work between the hours of 7:30 A.M. and 7:30 P.M. It is estimated that approximately 20% of work release inmates would have a vehicle parked at the work release unit that they would use to commute to and from work. Approximately 20% of work release inmates would be picked up for work in the morning and dropped off in the later afternoon, and about 20% would commute by bicycle. It is estimated that the remaining 40% would use transit or walk to and from work each day.

2. Trip Generation Impacts

2.1. Overall Facility Trip Generation

Trip generation estimates were developed for the entire 608-bed facility using the model created for the original ARC EIS and based on the information and assumptions presented in the previous sections. The results are shown in Table 1. The planned 608-bed facility is expected to generate 626 daily trips with 58 trips occurring in the PM peak hour.

In addition, the trip generation estimates previously developed for the 320-bed Phase 1 proposal are shown together with the trip estimates for the existing light industrial uses that would be removed. When compared to the current trip estimate for the 608-bed facility, the net increases in traffic that would occur because of the changes are estimated at 20 daily trips and 7 PM peak hour trips.

The total trip generation of the 608-bed facility is expected to be far below the level evaluated in the ARC EIS for the “Full Build” condition, which forecasted and evaluated a total net increase in site trips of 4,682 per day and 417 trips during the PM peak hour.

Table 1. ARC Facility Trip Generation – Phase 1 with Work Release and Flex Housing Units

Trip Type	Daily Trips	PM Peak Hour Trips		
		In	Out	Total
Employee and Work-related Trips ^a	394	1	31	32
Visitor Trips ^a	86	0	4	4
Delivery Trips ^a	26	1	1	2
Work Release Trips ^a	120	10	10	20
ARC Facility with 608 beds	626	12	46	58
<i>Less Phase 1 with 320 beds (previously analyzed)</i>	<i>-498</i>	<i>-6</i>	<i>-30</i>	<i>-36</i>
<i>Less Existing Light Industrial Uses ^b</i>	<i>-108</i>	<i>-2</i>	<i>-13</i>	<i>-15</i>
Net Difference in Trips Compared to Prior Phase 1	20	4	3	7

Source: Heffron Transportation, Inc., 2012

a. Daily and PM peak hour trips were estimated based on information provided by Thurston County staff.

b. The existing uses on the Mottman site include a welding business, a general contractor, a painting company, an attorney office, a vacant office, and a van transport service located in two buildings totaling 15,360 sf. Daily and PM peak hour trip generation for the existing uses were estimated using trip rates for “General Light Industrial” (LU 110) in Trip Generation (8th Edition, Institute of Transportation Engineers, 2008).

2.2. Work Release Facility Detail

As requested by the City of Tumwater, this section provides a summary of the Work Release portion of the overall project. As described previously, a portion of the trips presented in Table 1 would be related to converting the existing, vacant office/warehouse building to the Work Release Unit. Table

2 details only that portion of site trips that would be associated with this conversion. Since visitors for the entire ARC site would use the 11 video visitation carrels at the Work Release Unit building, all visitor trips were assumed to be occur at the Work Release Unit. As shown, the Work Release Unit is expected to generate 246 of the site’s 626 total daily trips and 27 of the site’s 58 PM peak hour trips. Table 2 also presents information about how traffic generated by the Work Release Unit would be different than traffic generated by the building if it were to remain as a light industrial use.

Table 2. Net Increase in Trip Generation associated with the Work Release Unit

Trip Type	Daily Trips	PM Peak Hour Trips		
		In	Out	Total
Employee Trips ^a	40	0	3	3
Visitor Trips ^a	86	0	4	4
Work Release Inmate Trips ^a	120	10	10	20
Work Release Unit Total	246	10	17	27
<i>Less Existing Light Industrial Use ^b</i>	<i>-46</i>	<i>-1</i>	<i>-5</i>	<i>-6</i>
Net Increase in Trips	200	9	12	21

Source: Heffron Transportation, Inc., 2012

- a. Daily and PM peak hour trips were estimated based on information provided by Thurston County staff.
- b. Daily and PM peak hour trip generation for the existing 6,700-sf building was estimated using trip rates for “General Light Industrial” (LU 110) in Trip Generation (8th Edition, Institute of Transportation Engineers, 2008).

3. Parking Demand and Supply

3.1. Overall Facility Parking Demand

Parking generation was estimated for the 608-bed facility based on information and assumptions presented in the previous sections. The results are shown in Table 3. The complete 24-hour weekday parking accumulation is shown on Table 4 (attached).

Table 3. Peak Parking Demand – 608-Bed ARC with Work Release & Flex Housing Units

Parked Vehicle Type	Peak Parking Demand	Time of Day Peak Would Occur
Employee and Work-related Vehicles	84	2:30 P.M.
Booking / Release / Transfer Vehicles	18	10:00 A.M.
Visitor / Work Release Vehicles	29	7:00 P.M.
Delivery Vehicles	2	8:00 A.M.
Total for All Vehicles ¹	99	2:30 P.M.

Source: Heffron Transportation, 2012

- 1. The overall peak parking demand represents the largest number of vehicles parked on site at any one time. Because the peak parking demands for each of the user types occur at different times of the day, the overall peak parking demand does not equate to the sum of the individual peak parking demands.

As shown, the overall weekday peak parking demand for Phase 1 is expected to be 99 vehicles (this demand estimate includes demand generated by official vehicles) and is expected to occur at 2:30 P.M. The weekday peak parking demand for the Work Release Unit is expected to be 29 vehicles, which would occur at 7:00 P.M. when inmate vehicles would be on site at the same time as visitor

vehicles. A weekday hourly parking accumulation table is attached. Total weekend peak parking is expected to be similar to weekday parking; however, staff and volunteer parking is expected to be slightly lower, while visitor parking demand is likely to be higher. Based on the provision of 11 video visitation carrels, peak visitor parking is estimated at 22 vehicles (assuming overlapping visitors for each visitation carrel). The peak visitor demand is expected to be less than was assumed for the EIS due to the change from face-to-face visitation to video visitation in a limited number of carrels. Video visitation is also assumed to occur more frequently and over more hours to accommodate anticipated demand. In addition, a total of 20 work-release-related vehicles are assumed to be parked at the site over the weekend.

It is expected that the parking demand for each element will fluctuate slightly around the levels described depending on daily activities and operations at the site. Typically, parking facility designers include parking supply to accommodate the potential peak demand plus provide buffer supply to:

- 1) Address periodic fluctuations,
- 2) Accommodate days that might be unusually high, and
- 3) Provide flexibility for facility operations (e.g., employee shift adjustments, changes to visitor days and hours, etc.).

It is recommended that the supply accommodate the peak demand levels described above and provide a buffer of 12%. Therefore, the minimum recommended parking supply would be 142 spaces—84 spaces to accommodate the midday peak demand for employees at shift change, 20 spaces for Work Release inmate vehicles, 22 spaces available for visitors, and buffer supply of 16 spaces (12%).

A parking supply of 142 or more spaces would allow the facility to meet its typical peak weekday and weekend parking demands and would accommodate unexpected and infrequent days when demand exceeds typical conditions. It would also provide the facility with the flexibility to adjust operations according to its needs (e.g., adjusting shift times or visitation periods). Therefore, the 142 parking spaces is a reasonable parking supply requirement for the Thurston County ARC project program. The proposed project site plan would maintain the existing parking supply that currently exists on site 156 spaces for staff and visitors, plus 17 spaces for official vehicles.⁶ Therefore, the site would have adequate parking supply to both meet the projected peak demand and the minimum requirement.

3.2. Work Release Facility Detail

As requested by the City of Tumwater, this section provides a summary of the parking demand and supply specifically associated with the Work Release portion of the overall project. Parking demand for Work Release Unit would include work-release inmate vehicles and parking demand generated by video visitation that would occur within the Work Release building. As described previously and shown in Table 3, the weekday peak parking demand for the Work Release Unit is expected to be 29 vehicles, which would occur at 7:00 P.M. when inmate vehicles would be on site at the same time as visitor vehicles (estimated at 9 vehicles during this hour). The proposed site plan would designate 29 spaces around the Work Release Unit to meet this peak demand.

⁶ Source: Site plan and parking supply count provided by KMD Architects, May 31, 2012.

4. Transit and Non-Motorized Transportation

The facility is expected to generate some transit trips on a daily basis. It is estimated that up to 7% of day shift employees could use transit (about 3) to commute to the site and about 25% of the released inmates could use transit to leave the site (about 6 or 7 per day). The largest number of transit trips would likely be related to work-release inmates leaving the site and returning to the site each day. It is estimated that up to 40% of the work-release inmates could use transit each weekday. If the facility were full to capacity, that would translate to about 40 transit trips leaving the site in the morning and returning in the evening. These trips are anticipated to occur using the existing Intercity Transit Route 42 with a modified route to serve the ARC site. Intercity Transit may request funding support from the County in order to continue service to the ARC and Family Court/Juvenile facility. When the EIS was being prepared, Intercity Transit staff indicated that Route 42 would be reviewed for the ability to extend service to reach the ARC. Currently Route 42 makes 15 trips per day at the nearby Family Court Building (five morning trips between 7:00 and 8:40 A.M., five midday trips between 11:45 A.M. and 1:25 P.M., and five afternoon trips between 4:15, and 5:55 P.M.).

The Work Release Unit could generate some pedestrian and bicycle trips each day. It is estimated that 15% to 20% of the Work Release inmates could walk or ride a bicycle to and from a job. If the Work Release Unit were full, this would translate to between 15 and 20 pedestrian or bicycle trips each morning and afternoon.

TSM/lsv

Attachment: Table 4. Weekday Parking Demand Accumulation – Thurston County ARC 608-Beds

Thurston County ARC Addendum - Transportation Tech Memo - FINAL.docx

ATTACHMENT



Table 4. Weekday Parking Demand Accumulation - Thurston County ARC - 608-Bed Facility

Time (Beginning)	Employee	Book/Release/Transport	Visitor/Work Release	Total
4:30 AM	16	5	20	41
5:00 AM	16	4	20	40
5:30 AM	20	12	20	52
6:00 AM	27	12	20	59
6:30 AM	52	13	20	85
7:00 AM	59	5	20	84
7:30 AM	71	5	20	96
8:00 AM	60	5	17	82
8:30 AM	58	8	14	80
9:00 AM	58	13	12	83
9:30 AM	58	18	12	88
10:00 AM	58	18	8	84
10:30 AM	56	16	8	80
11:00 AM	56	15	8	79
11:30 AM	52	10	8	70
12:00 PM	55	6	8	69
12:30 PM	55	6	8	69
1:00 PM	59	6	9	74
1:30 PM	79	6	9	94
2:00 PM	79	7	9	95
2:30 PM	84	7	8	99
3:00 PM	84	7	8	99
3:30 PM	75	6	13	94
4:00 PM	69	6	16	91
4:30 PM	47	6	14	67
5:00 PM	42	5	12	59
5:30 PM	29	5	10	44
6:00 PM	25	5	15	45
6:30 PM	29	14	24	67
7:00 PM	30	15	29	74
7:30 PM	31	14	29	74
8:00 PM	31	5	25	61
8:30 PM	28	5	25	58
9:00 PM	28	5	20	53
9:30 PM	22	5	20	47
10:00 PM	37	5	20	62
10:30 PM	36	5	20	61
11:00 PM	36	5	20	61
11:30 PM	15	5	20	40
12:00 AM	15	5	20	40
12:30 AM	15	5	20	40
1:00 AM	15	5	20	40
1:30 AM	15	5	20	40
2:00 AM	15	5	20	40
2:30 AM	13	4	20	37
3:00 AM	13	4	20	37
3:30 AM	15	5	20	40
4:00 AM	16	5	20	41

Note: Peak weekend visitor parking demand is expected to be 22 vehicles.