

# LITTLEROCK ROAD SUBAREA PLAN



A component of the Tumwater Land Use Plan

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## **Chapter 1 – Introduction and Summary**

### **1.1 DESCRIPTION AND OBJECTIVES OF PROPOSAL**

The Littlerock Road Subarea Plan is intended to serve as guide for future development in keeping with the vision of the City of Tumwater Comprehensive Plan. The stated intent of the Comprehensive Plan for this area was twofold: to create a mixed use area with a “village” atmosphere that would be transit-oriented and pedestrian-friendly in the south/central portion of the subarea in the vicinity of the Israel Road/Littlerock Road intersection and along Littlerock Road south to Tumwater Boulevard; and to provide for commercial areas concentrated along I-5 to provide vibrant retail opportunities for Tumwater and surrounding residents. The Littlerock Road Subarea Plan provides a physical description of how the subarea may be developed over the next 20 plus years, and also sets the foundation for implementation of the plan.

The plan will allow the City to perform more precise capital facilities planning for infrastructure construction in the subarea, which will assist future private development planning and ensure satisfaction of concurrency requirements under the Growth Management Act.

### **1.2 LOCATION/DESCRIPTION OF SUBAREA**

The Littlerock Road Subarea is most commonly known as the largely undeveloped area lying between Littlerock Road and Interstate 5 as shown in Figure 1.1. The subarea is bounded on the north by the Trospen Road/Littlerock Road intersection vicinity, on the east by Interstate 5, on the west by Littlerock Road, and on the south by the present city limit boundary south of Tumwater Boulevard. The total size of the subarea is 410 acres. The south/central portion of the Littlerock Road Subarea has been designated Mixed Use in the Comprehensive Plan (refer to Figure 3.1). The eastern portions of the subarea along I-5, designated General Commercial by the Comprehensive Plan, are assumed to remain in commercial use and to accommodate additional commercial uses. The western portion of the subarea along Littlerock Road has been designated Multi-Family Residential Medium Density.

### **1.3 PLANNING HISTORY**

The Littlerock Road Subarea Plan was originally completed in December of 1997. It was partially funded by a Planning and Environment Review Fund (PERF) grant. This was a pilot program that was intended to blend planning and environmental review into one document. The intent was to facilitate development in the subarea by completing much of the required

environmental review prior to development of individual sites. At the time of development, only minimal environmental review would be required, which would facilitate and speed development. Experience has shown this was only partially successful. Because much of the actual development plans were (and are) far from certain, it proved difficult to accomplish adequate environmental review at the planning stage, which defeated some of the purpose of the PERF process. Substantial environmental review has been needed as projects are proposed in order to protect the environment.

Since adoption of the plan in 1997, some development in the subarea has occurred, primarily in the northern portion. The Home Depot, Tyee Center, American Legion Hall, Twin County Credit Union and the Bigrock medical clinic on Littlerock Road have all been developed since plan adoption. Fred Meyer has also been built during this time period but this area was not included in the subarea boundary as defined in 1997. Very little development has occurred in the mixed-use and residential portions of the subarea.

In the fall of 2004, Wal-Mart applied for development permits on a parcel just north of Kingswood Drive. Some in the community felt the size of the proposed store (approximately 207,000 sq. ft.) was not consistent with the original vision for the subarea. In addition, there were concerns that traffic impacts in the subarea were occurring at a faster rate than originally planned.

In response to these concerns, the City Council adopted a citywide development moratorium on retail developments in excess of 125,000 sq. ft. This moratorium did not affect Wal-Mart because the development permits were submitted in complete form prior to adoption of the moratorium. The purpose of the moratorium was to allow time for the Planning Commission and City Council to review the Littlerock Road Subarea Plan and, if necessary, adopt amendments to adjust the plan to reflect trends in recent development activity, traffic impacts, and other environmental concerns.

#### **1.4 SUMMARY OF MAJOR/SIGNIFICANT ISSUES**

There are two major areas identified in the Draft Plan where buildout of the subarea will likely result in significant impacts which could potentially require substantial capital investment. These two major areas are (1) provision of adequate infrastructure to serve new development and (2) stormwater.

The Draft Plan has indicated that a major north-south transportation route (Tyee Drive) to serve the site will carry a significant amount of future traffic that otherwise would be routed to Littlerock Road. This road connection is

very important in providing for adequate traffic flow in the subarea, and in keeping the width of Littlerock Road to a manageable level. In conjunction with the provision of a major north-south roadway, new water and sewer mains could be provided to serve the subarea.

The Draft Plan has also brought to light the potential for substantial mitigation requirements for stormwater runoff. A high water table and flat topography within the southern portion of the subarea may present challenges to development in affected areas and must be addressed at the time of development.

## **1.5 Major Issues**

### Fine Tuning of the Land Use Plan

The public participation process conducted during subarea plan development identified a community vision for the subarea, which included significant public amenities that are not currently programmed in the City's Capital Facilities Plan. Full implementation of this plan will require further implementing ordinance promulgation and adoption and significant public investment.

### Infrastructure to Serve New Development

Tyee Drive was modeled, and the model results indicated that this frontage road would carry a significant amount of future north-south trips within the subarea. However, during the course of the development of the draft plan, some property owners gave testimony that would suggest possible re-alignment of Tyee Drive. It may be necessary to revisit the alignment of Tyee Drive as property develops in the subarea over time.

### Stormwater

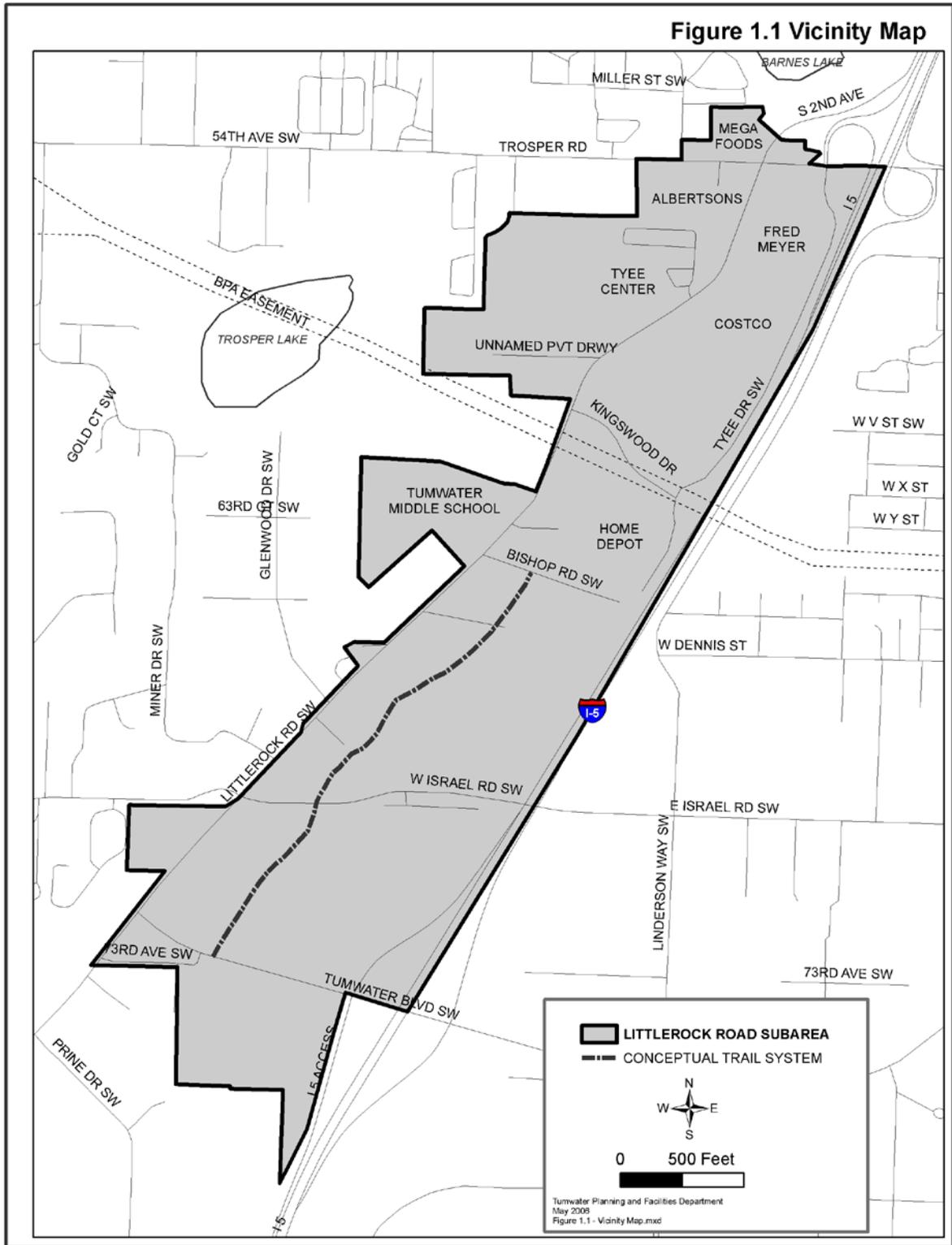
The Subarea Plan has identified that there may be significant issues with regard to stormwater in the subarea as development occurs over time. A high water table within the subarea indicates that conventional on-site stormwater detention and treatment facilitates may not be adequate for all development sites. Tumwater has adopted high groundwater standards that apply on sites where the depth to groundwater is less than six feet from the surface. In those instances, additional engineering and planning is necessary to determine what additional mitigation measures and engineering solutions are needed in order to safely allow development.

### Trails and Open Space

There are several options for providing trails and open space in the subarea. One option involves the City requiring dedication of open space by developers as development occurs, although this requires legal analysis to make certain that any required open space dedications be closely linked to the identified impacts from the development. Another option would be for the City to purchase property within the subarea for trails or open space use. The provision of open space within the subarea provides an opportunity to mitigate certain identified impacts of development, including; storm drainage, air quality, and buffering of highway noise.

A conceptual pedestrian trail system is identified in Figure 1.1. It will be necessary for the city to program the construction of a trail system into the Parks Plan and the Capital Facilities Plan for municipal purchase of these lands, in order to implement this portion of the plan.

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LITTLEROCK ROAD SUBAREA PLAN**



## Chapter 2- Public Participation

### 2.1 COMMUNITY INVOLVEMENT

The development of the Little Rock Road Subarea Plan has incorporated a significant amount of public involvement throughout the process. Public involvement has taken many different forms, including one-on-one stakeholder interviews, a community-wide visioning process, a visioning survey, public workshops on alternative development, and Planning Commission workshops on the overall approach. Plan revisions were made in 2006 after an additional public workshop and public hearings to gather public input.

#### 2006 Public Workshop

On January 10<sup>th</sup>, 2006, the Planning Commission conducted a public workshop to gather input from citizens to determine what facets of the plan are working well and those that are not working well. Attendance was about 45 people. Five smaller groups were created, each facilitated by a member of the Planning Commission to address three questions. The questions and all responses were compiled and categorized. They are presented below.

#### **What do you like about the area now?**

##### Trees, Open Space

Trees, mature trees, retain trees in clusters, and native species  
Urban forest  
Landscaping  
Green spaces (like in front of Fred Meyer)  
Pioneer Cemetery, its history and White Oak

##### Streets, Sidewalks, Trails and Bicycle Paths

Sidewalks, walkability  
Pedestrian-friendly  
Like close freeway access and access to retail

##### Land Use, other Regulatory issues

“Human scale” size for stores  
Concept for mixed-use  
The commercial development along I-5 along with the frontage road  
Like retail close

Close to services  
Tye Center commercial development scale and design  
Multi-family medium zoning  
Big Rock health clinic, size, architecture and grass

#### Other Thoughts

Parts of subarea are positive  
Mega Foods connection to the community  
Safe community  
Rural feel to area  
Sense of community

#### **What do you envision the area to look like in the future?**

#### Trees, Open Space

More parks / mini-pocket parks with link to walking trails and overpass  
Trees preserved, more trees  
Landscaping along roads (like Kingswood Drive)  
Integrate green space and walking trails/sidewalks with commercial/mixed-use/multi-family development.

#### Streets, Sidewalks, Trails and Bicycle Paths

Smaller commercial building footprints  
Bicycle-friendly, bike lanes  
Sidewalks between parking rows in parking lots / sidewalks like those around Home Depot  
Trail connections between housing/retail and pedestrian crossings  
Better access to middle school in relation to transportation  
Littlerock Road enhancement in the future

#### Land Use, other Regulatory issues

“Dark sky” lighting ordinance  
“Green” development standards  
“Village”-type, human-scale retail/stores  
Fewer chain stores  
Require mixed use development, logical mixed-use that fits in w/area.  
Further commercial development kept along freeway with frontage roads  
Rezone area along I-5 for commercial development  
New Mixed-Use (MU) zone to east of Littlerock Rd. that requires MU (Residential/Retail)

Traffic calming in MU areas  
Buffers, noise buffers along I-5  
Restrict vehicle traffic and parking  
Drive-ups encouraged for banks, pharmacies  
Maximum four-story buildings  
Real Tumwater “center”  
More restaurants  
Higher densities in mixed-use area  
Include area north of subarea (Mega Foods, etc.) into subarea plan.

#### Other Thoughts

Fix drainage problems.  
Water features (fountains, etc.)  
Public art  
Embrace historical background/heritage.  
How should the area develop in relation to other areas of the City, such as the Capitol Boulevard corridor and the Tumwater Town Center?

#### Streets, Sidewalks, Trails and Bicycle Paths

More overpasses

#### Land Use, other Regulatory issues

How do we keep “disconnect between plan and what developed” from happening again?  
Possible to totally rezone this to stop future development?  
Tougher light standards  
North end of area should be studied in a similar vision as the southern area.  
Multi-family, single-family zoning  
Possible connection to Town Center as development of sub-area and Israel Rd occurs

#### Other Thoughts

Do something to stop noise, crime, traffic.

#### 2006 Planning Commission Public Hearing Summary of Comments

1. Will Tyee Drive be completed before Littlerock Road reconstruction?

2. Keep in mind a recent online budget survey where the response was that economic development should be encouraged to fund services for the City.
3. Why was 125,000 sq. ft selected for maximum retail building size?
4. Opposed to including the four residential parcels adjacent to Mega Foods. These parcels should not be included in the subarea and should not be rezoned.
5. Tyee Drive should be 3 lanes wide instead of 5.
6. The 125,000 sq. ft. limit on building size should not be used. This limitation could kill a tenant that the City would like to see.
7. The area between Israel and Tumwater Blvd. should be entirely General Commercial.
8. Concerned about traffic on Littlerock Road. Concerned about the traffic transitioning from Littlerock to Tyee Drive. The two lanes behind Costco will not work well.
9. Higher traffic projections should not require more traffic lanes.
10. Should require smaller stores and better designed streets.
11. Speaker does not care for draft tree protection amendments.
12. The subarea needs vegetated open spaces.
13. Language in the existing plan regarding gateways and main street standards was never implemented.
14. The economic development plan should be updated at the same time as the LR subarea plan.
15. The draft in its current form seems unfinished.
16. How will growth affect the freeway exit at Trospen Road?
17. A million dollars for a trail to nowhere is a waste of money.
18. Too many delays in Littlerock Road improvements.

19. Are roundabouts necessary on Littlerock Road?
20. The proposed trail is a good idea.
21. The proposed Mixed Use Overlay Zone is arbitrary and capricious. There is no market for buildings having both commercial and residential uses.
22. The proposed Mixed Use Overlay Zone provides an important transition between existing residential areas and Interstate 5.
23. Tye Drive needs to be 4 – 5 lanes south of The Home Depot to handle the expected traffic volumes and lessen vehicle trips on Littlerock Road. The City should fund infrastructure improvements ahead of development to ensure the road is in place when development occurs.
24. Stormwater studies recommended in the 1997 plan must be conducted to demonstrate that stormwater facilities are available, effective and feasible for the area.

#### 1997 Stakeholder Interviews

A series of stakeholder interviews was conducted as a means of identifying the community's goals for the Littlerock Road Subarea Plan. A diverse group of individuals was interviewed representing local government, real estate, economic development, land owners, transportation/transit, and area residents. Approximately 20 people were interviewed. The results of these interviews are summarized in Appendix A.

#### Visioning Workshop

A visioning workshop was held on July 17, 1996, at the Tumwater Library. Twenty-three people participated in the process. At the workshop, images of Tumwater and other locations were shown by category. Participants were asked to rate these on a five-point scale: *Highly inappropriate, inappropriate, neutral, appropriate, and highly appropriate*. Participants were also asked to comment on their scoring sheet. The results were tabulated and 17 images were selected that seemed to epitomize the opinions of the participants. The results are summarized in Appendix B.

## Chapter 3- Land Use

### 3.1 INTRODUCTION AND PURPOSE

The Tumwater Comprehensive Plan suggests a process for encouraging mixed use development within the Littlerock Road Subarea. The first step in the process is to develop a detailed subarea master plan that addresses: the location, type and size of land use; targeted residential densities; street improvements; parks and open spaces; and a phasing plan for capital improvements. The Littlerock Road Subarea Plan will address each of these elements and will incorporate site plans, street sections, elevations, and text to illustrate key concepts.

The Littlerock Road Subarea has several distinct advantages for a master planned mixed use village. Most of the area is currently undeveloped, providing a clean slate for planning purposes. Additionally, the subarea's central location within Tumwater's urban growth area, its freeway access, its relative lack of physical site constraints and an existing pedestrian bridge over I-5 add to the attractiveness of the area for a mixed use village. Directly across I-5 is the Tumwater Town Center, which includes several new office buildings either owned or leased for state office space, Tumwater's City Hall and library, Tumwater High School, and post office. Due to these factors, the Comprehensive Plan emphasizes that future quality development of the Littlerock Road Subarea is critical to the shaping of the community of Tumwater.

#### Planning for Growth and Change

The mix of land use within the Littlerock Road Subarea is expected to change substantially over time as development occurs in conjunction with the Comprehensive Plan. It is anticipated that multi-family development will occur at a higher rate than single-family development within the Littlerock Road Subarea. No additional residential development is anticipated north of the BPA power lines. In addition to residential development, the subarea is expected to support significant commercial retail and some professional office development.

According to the Comprehensive Plan, the planned capital improvements identified within the subarea will meet the anticipated growth for the subarea. The internal transportation circulation system will sufficiently accommodate traffic within and through the subarea. The Trospen Road and Tumwater Boulevard freeway interchanges pose transportation challenges that are regional in nature. Because of the regional nature of these freeway

interchanges, capital improvements to these areas can only be analyzed with the city-wide transportation plan.

### **3.2 VISION FOR THE SUBAREA**

A visioning survey was undertaken as part of the subarea plan development to help refine the vision described in the Comprehensive Plan. The visioning survey was administered in July of 1996. Images of Tumwater and other locations were shown by category. Participants were asked to rate these on a five-point scale: *highly inappropriate, inappropriate, neutral, appropriate, and highly appropriate*. The results were tabulated and 17 images were selected that seemed to epitomize the opinions of the participants. Those images are contained in Appendix B.

The results of the visioning exercise indicate that there are differing opinions about what a mixed use village is and whether it is appropriate to the Littlerock Road Subarea. Despite the differing opinions, a common vision for a number of key elements appears to exist in the community. The strongest common vision was found with regard to roads, sidewalks, and open space. Maintaining existing trees, and surrounding buildings with green appears to be very important to Tumwater residents. A good example of this is the existing Costco store which is considered appropriate by an overwhelming majority of the participants due to the extensive landscaping around the building.

The strongest differences are over the appropriateness of housing in the area. Some support a variety of housing for the area, while others find any type of housing to be inappropriate.

The vision has evolved somewhat since initial adoption of the subarea plan. The 2006 update of the subarea plan included a new public workshop to gather additional thoughts on the direction of development in the subarea. Many people would like to see a mix of uses on development sites within the mixed use area, particularly those mixed use areas further from Interstate 5 and closer to Littlerock Road. Many people did not see residential uses being appropriate in the mixed use areas near the freeway. In addition, many people were concerned about the size of retail developments locating in the subarea. There was considerable discussion on limiting the size of stores in at least some of the commercial areas in the subarea.

The need for the retention of trees, landscaping and open space to mitigate the effects of development; and pedestrian access and circulation were also common themes of the 2006 public workshop, similar to the same concerns that were voiced in 1997.

### 3.3 PREFERRED LAND USE PATTERN

Based upon the results of the community visioning exercise, case study analysis, and the guidance provided in the comprehensive plan, a preferred land use pattern was adopted as part of the original 1997 Subarea Plan.

Based on the public input described in Chapter 2, and reflecting new planning efforts and changed circumstances since initial adoption of the subarea, several adjustments to the original 1997 land use pattern are needed. These adjustments are identified in Figure 3.1 and 3.2.

The first adjustment increases the size of the area covered in the subarea plan to include areas that have a logical influence on the subarea. These areas include Fred Meyer, Albertson's, and the commercial area north of Trosper Road, including Mega Foods (now a Walgreens pharmacy).

The second adjustment establishes an overlay on a portion of the Mixed-Use area north of Israel Road and would require a residential component be a part of any commercial development in that area. Mixed-Use is an important policy goal of the comprehensive land use plan and the Littlerock Road Subarea plan. This overlay zone will require a mix of residential and commercial uses to be located within a structure in order to further the comprehensive land use plan goal for mixed use over the 20-year planning horizon.

The third adjustment establishes an overlay on the General Commercial area north of Tumwater Boulevard and south of the Mixed-Use area that limits the size of commercial buildings on the ground floor. While this area is appropriate for commercial uses, this plan seeks to identify areas where the scale and mass of commercial uses should be limited to further the aesthetic and community values expressed during the visioning and public input phases of this planning effort. Flexibility should be built into these regulations such that the maximum commercial ground floor size can be increased in exchange for the provision of a mix of uses on the ground floor of the building, or the provision of additional open space and structured parking.

The fourth adjustment is the addition of a conceptual north-south pedestrian trail that would extend from Tumwater Boulevard north to Bishop Road. The trail is identified in Figure 1.1. This trail system replaces the 27-acre linear park depicted in the 1997 Littlerock Road Subarea Plan.

Figure 3.1 Recommended Land Use Designations

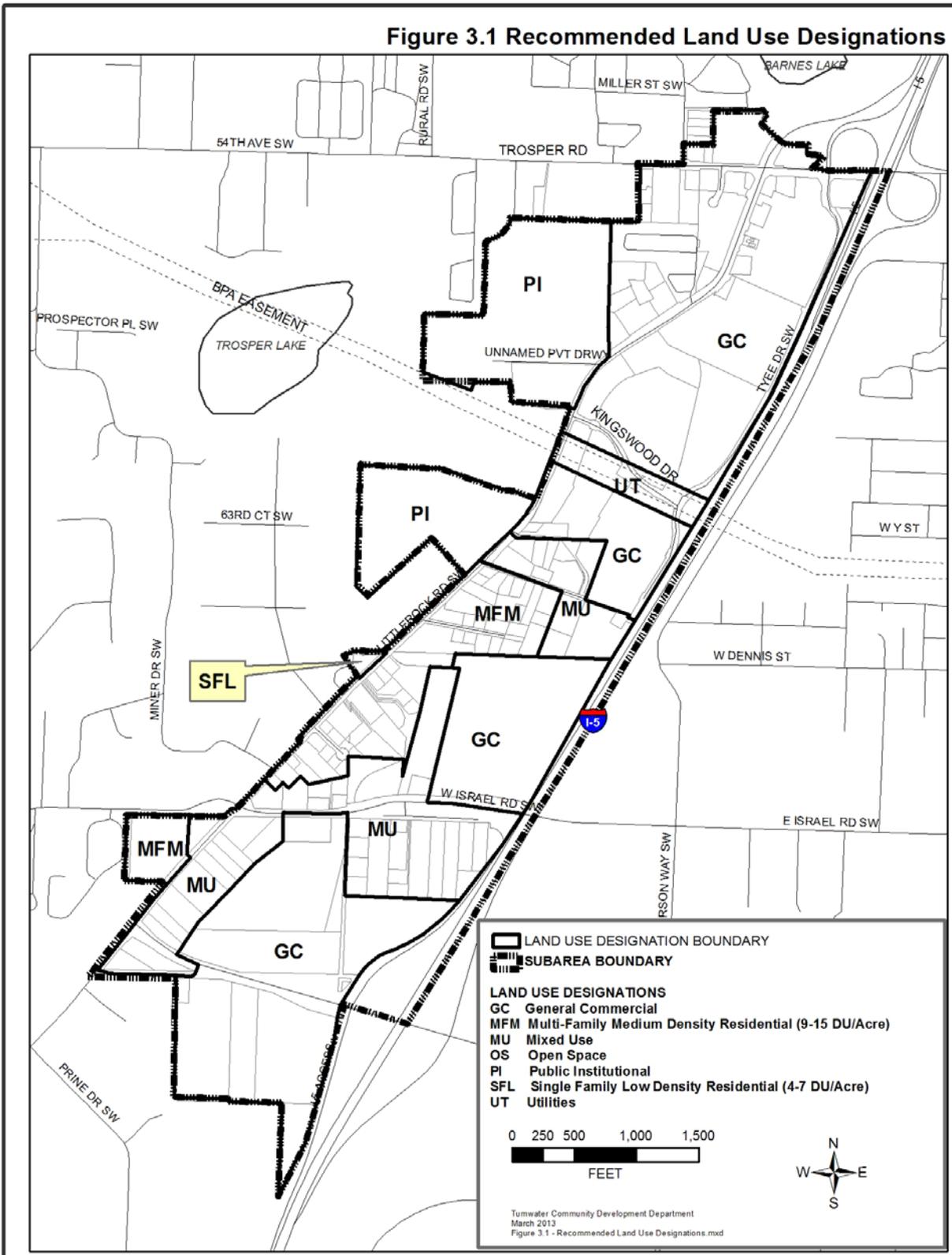
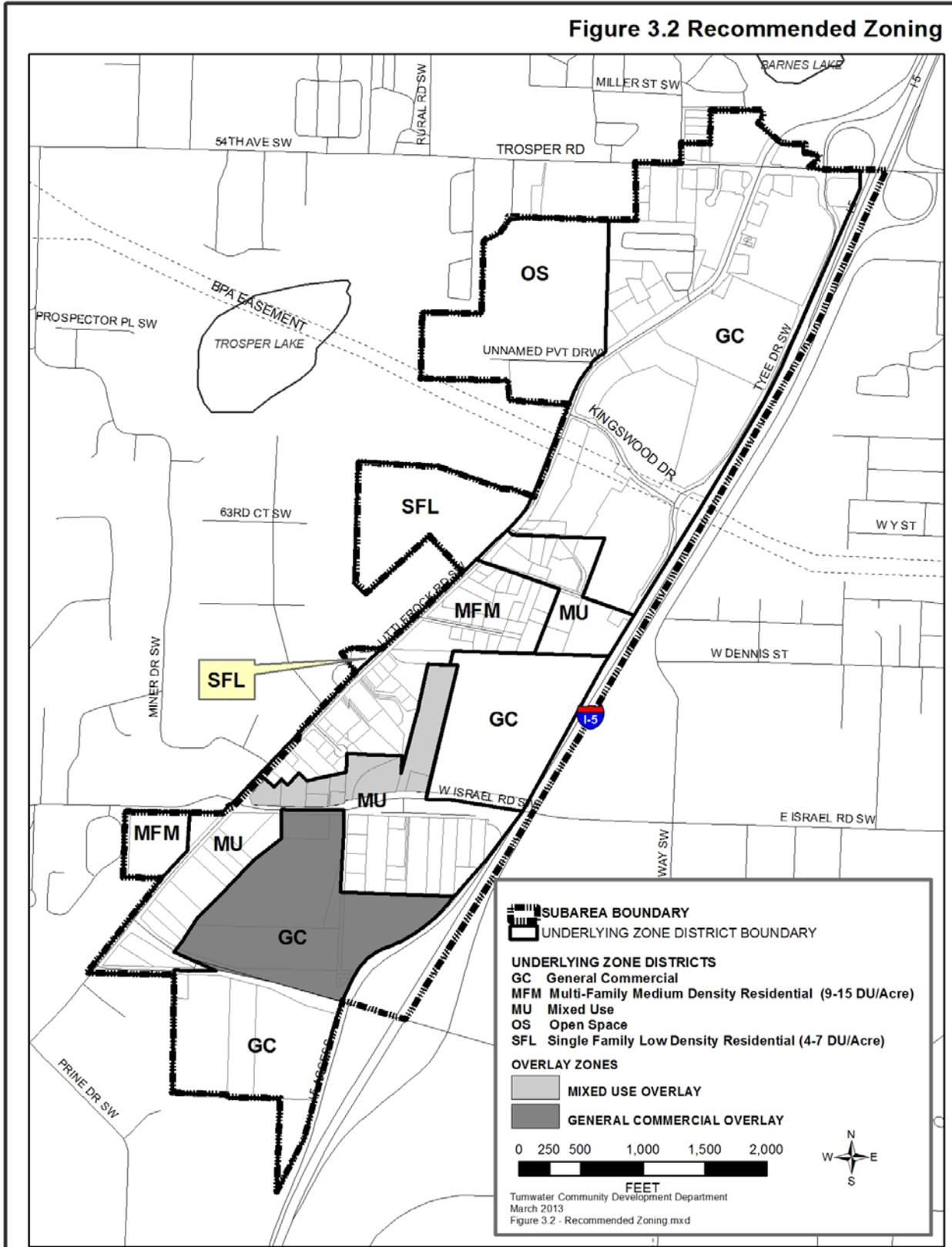


Figure 3.2 Recommended Zoning



## **Chapter 4 – Transportation**

### **4.1 BACKGROUND**

The Littlerock Road Subarea Plan, adopted in 1997, included recommendations for land use and zoning, transportation, stormwater, open space and parks, and public facilities and utilities. In the 10 years since that effort, considerable commercial development has occurred in the northern portion of the Subarea, resulting in increased traffic and different circulation patterns than were initially envisioned.

The 1997 Plan forecasted 778 additional residential units within the Subarea over the next 20 years, or approximately 86 acres of new residential development. Approximately 75% of this growth was anticipated to be multifamily. The original Plan also established a commercial zone, with the intent of opening the door for development of a regional shopping center. The Plan forecasted 1,414 new employees in that commercial zone, primarily in retail and service sectors. Approximately 118 acres would be utilized for non-residential development, with roughly 66% designated for retail and service uses.

Updated land use analysis predicts predominant retail development (49%), with limited office (12%) and multifamily (16%). This increase in retail development, combined with recent “background” growth, indicates that the area will experience significant traffic increases over the next 20 years. This chapter addresses how those land use changes could impact the transportation network.

### **4.2 EXISTING ROADWAY NETWORK**

Littlerock Road is the primary north-south roadway in the Subarea. Principal east-west links are Trospen Road and Israel Road, which serve the existing commercial activities at the north end of the subarea and the residential areas adjacent to Littlerock Road. Tumwater Boulevard provides a connection to I-5 and the industrial and office complexes located east of the Subarea.

A number of improvements and new roads have been constructed since the Plan was adopted, and are described as follows:

#### Trosper Road

The widening of the Interstate 5 overcrossing at Trosper Road allowed the extension of the left-turn lane from westbound Trosper Road to southbound Tyee Drive.

#### Little Rock Road

Little Rock Road has been widened to a five-lane section from Trosper Road to the shared access between Costco and Fred Meyer.

#### Tyee Drive

This new north-south roadway, referred to previously as the “Frontage Road,” was constructed as part of the Fred Meyer and Home Depot developments. Tyee Drive is a single lane in each direction, with turn lanes at significant intersections and access locations. The roadway generally parallels I-5, between Trosper Road to the north and the southern limits of the Home Depot property (near Bishop Road) to the south.

#### Kingswood Drive

Kingswood Drive, referred to as the “Bonneville Power Administration (BPA) Access Road” in previous plans, is a new east-west roadway that provides a connection between Little Rock Road and Tyee Drive along the BPA right-of-way. This three-lane roadway was constructed to serve Home Depot and the remainder of the undeveloped commercial property located just north of Bishop Road.

### **4.3 TRANSPORTATION PLANNING STUDIES**

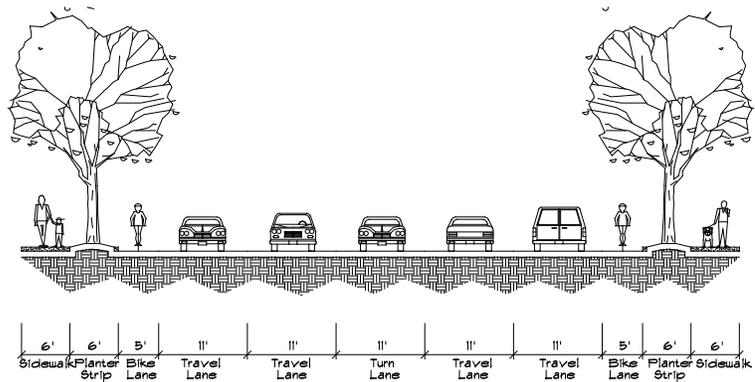
Since the 1997 Plan was adopted, two additional transportation studies have been completed to further evaluate the local road network. These studies, the *Little Rock Road Corridor Plan* and the *Black Hills Subarea Plan* are summarized below. A third study, the *Tumwater Boulevard / I-5 Interchange Analysis*, is currently underway. The purpose of that study is to ascertain what improvements may be needed to accommodate growth in the area.

#### The Little Rock Road Corridor Plan (2002)

The Little Rock Road Corridor Plan detailed the preferred design of Little Rock Road between Trosper Road and Tumwater Boulevard. Based on the recommendations of the Corridor Plan, the following roadway sections are planned:

**North Commercial Segment**

The north commercial segment of Littlerock Road is comprised of the area between Trospen Road and Kingswood Drive. This portion of the roadway will consist of two travel lanes in each direction, turn lanes, and an intermittent central median with openings to provide access to businesses.

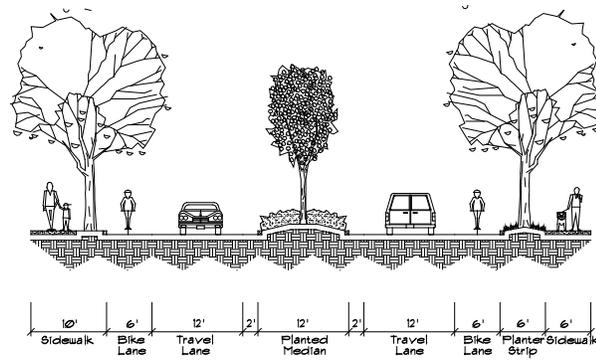


90' Right of Way Road Section: Without Median

The streetscape will be enhanced by the installation of bike lanes, planter strips, and sidewalks as well.

*Transitional Segment*

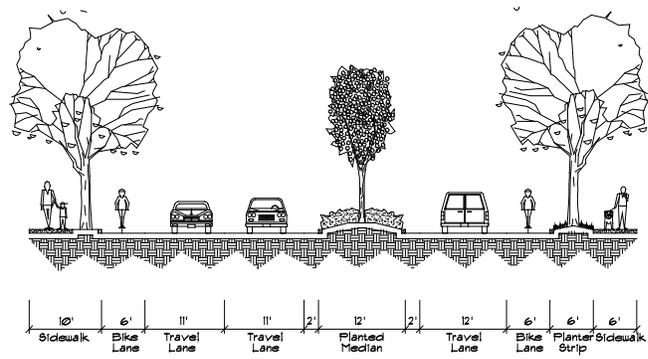
The portion of Littlerock Road between Kingswood Drive and Israel Road is a transitional area consisting of a mix of existing residential properties and developing commercial uses. It also includes the area occupied by the Tumwater Middle School. Safe access to residences, the school and businesses is of prime importance in this segment. In this area, the roadway will consist of one travel lane in each direction with bike lanes, a landscaped median, sidewalks and planter strips or tree wells.



74' Right of Way Road Section

*South Commercial Segment*

The south commercial segment of the Corridor extends from Israel Road to Tumwater Boulevard. A planned roundabout at Tumwater Boulevard/Littlerock Road will provide a gateway into the Littlerock neighborhood, and



84' Right of Way Road Section

facilitate smooth traffic flow through the intersection. The roadway in this segment will consist of one northbound and two southbound lanes with a landscaped median, bike lanes, planter strips and sidewalks.

#### Black Hills Subarea Study (2003)

The Black Hills Subarea is bounded by Interstate 5 to the east, Black Lake to the west, Israel Road to the north and 81<sup>st</sup> Avenue to the south. The Study provides a blueprint for the 2020 transportation system in this area, to help ensure that no potential new corridors are precluded as development occurs, and that the roadway network can accommodate both existing conditions and planned commercial and residential growth.

Although previous plans recommended extension of Tyee Drive south to Tumwater Boulevard, the Black Hills Subarea Study determined that extending Tyee Drive to Prine Road, and ultimately to Littlerock Road near Black Hills High School, would improve connectivity and access.

#### Tumwater Boulevard/Interstate 5 Interchange Access Study (2006)

The City, in conjunction with the Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA), is currently conducting a design study to determine what improvements might be necessary at the Tumwater Boulevard / I-5 interchange. The study will include analysis of the Interstate 5 mainline, as well as the interchanges at Trosper Road to the north and 93rd Avenue to the south.

#### **4.4 GROWTH TRENDS**

Land use projections for 2005 and 2025, which were incorporated into the Thurston Regional Planning Council (TRPC) transportation model, reflect a modest growth rate in the local area over the next 20 years.

According to TRPC, there were approximately 1,557 employees in the Littlerock Subarea in 2004; 2,201 employees were projected for the area by 2025. However, when those projections were made several years ago, construction of projects such as Fred Meyer, Home Depot and Wal-Mart weren't anticipated, and if development trends along those lines continue, employment in the Subarea will greatly exceed original predictions.

In addition, the rapid growth in the number of state government offices in Tumwater was not included in the 2025 projections. Currently, 3,300 state employees commute to offices served by the Tumwater Boulevard / I-5 interchange. An estimated additional 2,900 employees work in private office

buildings nearby. Retail services are expected to develop within the Littlerock Road Subarea to support the office growth. This specific use, and the rapid pace of development so early within the 20-year planning window, was also not factored into original projections.

As a result of these inconsistencies, the City has been reconciling recent developments compared to earlier long-range visions. The City will be providing the updated Littlerock Road Subarea land use data to TRPC for incorporation into the next update to the Regional Transportation Plan.

#### 4.5 ANALYSIS

To conduct the transportation analysis, buildable lands data was collected from TRPC. Using the TRPC data, both existing (2004) and projected (2025) employment was determined; from the employment data, the number of resulting vehicle trips was developed.

Based on land use assumptions, the “full-build” scenario for the Subarea would result in an employment potential of 9,405 employees. This scenario assumes that retail development will continue to be the primary land use in the area and that all of the existing land within the area, including the mixed-use and existing residential properties, will develop or redevelop as retail.

The “full-build” scenario made assumptions that would maximize the development potential within the Subarea. However, it is highly unlikely that this scenario would actually occur over the 20 year planning horizon. Therefore, to reflect a more realistic projection of the traffic volumes that could be expected by 2025, a “75% build-out” scenario was created. This scenario takes into account the likelihood that some of the existing development within the mixed-use area will likely remain, and future development is likely to include densities and uses which generate lower numbers of employees than were assumed for a “full-build” condition.

##### Estimated Future Traffic Demand

Traffic volume estimates were prepared for the area by collecting current traffic volumes and adjusting them to include traffic from known development. Travel demand resulting from “non-specific background growth” for 2025, which is projected using a compounded annual growth rate of 2%, was calculated for the “75% build-out” scenario as well.

Using the TRPC model traffic distribution, the estimated new trips were then assigned to the 2025 roadway network.

The resulting traffic distributed to Littlerock Road exceeds the capacity of that corridor. In order to accommodate the traffic and to preserve the vision of Littlerock Road as a two to three-lane roadway through the transitional section, Tyee Drive will be a key component in providing necessary additional north-south capacity.

Due to physical constraints and the desire to maintain much of Littlerock Road as a boulevard, both Littlerock Road and Tyee Drive are limited as to the amount of widening that could be accommodated. With this in mind, the two roadways will need to act in concert to provide the capacity required through the Subarea. In order to accommodate the assigned traffic volumes onto the street system, Littlerock Road will require a four to five-lane arterial section north of Kingswood Drive and a two-lane boulevard section to the south. Tyee Drive will require a four to five-lane arterial section from the vicinity of Bishop Road south to Tumwater Boulevard. North of Kingswood Drive, Tyee Drive will remain two to three lanes.

Under this scenario, traffic volumes were reassigned to the Littlerock Road/Tyee Drive corridor as the preferred north-south route through the Littlerock Road Subarea. Figures 4.1 and 4.2 illustrate the existing and 2025 projected traffic volumes, respectively, in the Subarea under this development scenario. Figure 4.2 also shows the conceptual roadway network in the Littlerock Road Subarea.

#### **4.6 FUTURE TRANSPORTATION NETWORK**

Figure 4.2 illustrates future traffic patterns in the Littlerock Road Subarea. The major north-south traffic volumes are expected to transition from Littlerock Road in the north commercial area to Tyee Drive in the transitional and south commercial areas. The access between these two roadways will be provided by a network of interconnecting east-west streets such as Kingswood Drive, Odegard Road and a grid of local access streets that will be constructed as future development occurs. These interconnecting streets will provide drivers with a variety of route options and will facilitate efficient circulation within the area.

The north-south corridor, comprised of Littlerock Road and Tyee Drive functioning together, will need to provide a total of three lanes in each direction. This will be accomplished by transferring the volumes between the two roadways. North of Kingswood Drive, Littlerock Road will provide two lanes and Tyee Drive will provide a single lane in each direction. South of Kingswood Drive, two lanes in each direction will be provided along Tyee Drive and a single lane on Littlerock Road.

The planned improvements on Littlerock Road include installation of roundabouts at Kingswood Drive, Odegard Road, Israel Road and Tumwater Boulevard. The Kingswood Drive and Odegard Road roundabouts will serve as primary connections into the Subarea, with Kingswood Drive and Odegard Road functioning as commercial collectors.

Other new connectors constructed as development occurs will remain as local access roads and, along with any future permitted accesses in the north commercial, transitional and south commercial segments of Littlerock Road, will be limited to right-in, right-out access only.

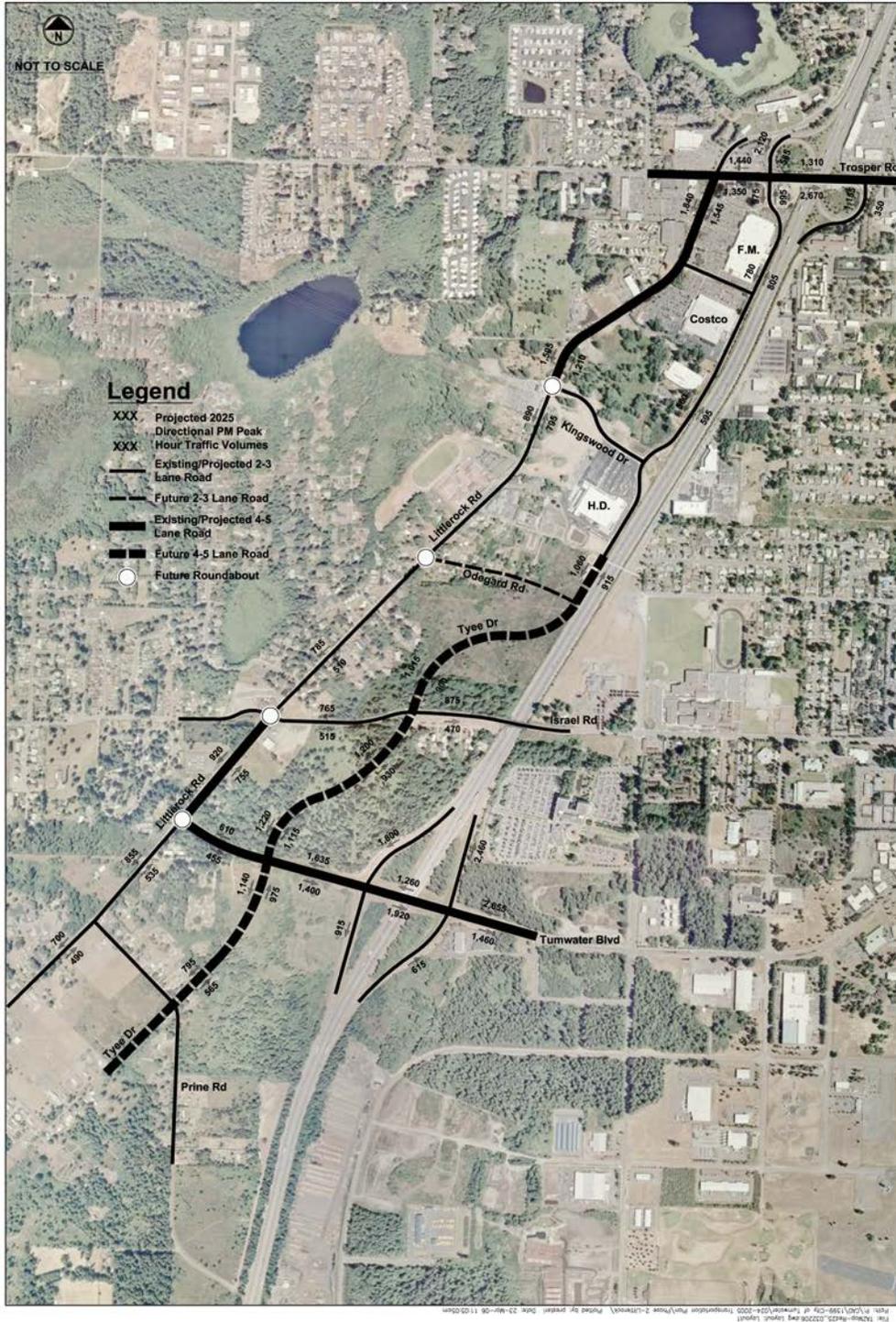
#### **4.7 CONCLUSION**

Analysis of potential future traffic indicates that, with the “75% build-out” scenario, planned infrastructure in the Littlerock Road Subarea will be capable of carrying 2025 traffic volumes. Littlerock Road, Tyee Drive and the grid of east-west connectors will need to be planned and constructed, as a system, in order to serve the future north-south traffic volumes and provide circulation and access in the Subarea.

**Figure 4.1**  
**EXISTING TRAFFIC VOLUMES**



**Figure 4.2**  
**PROJECTED 2025 PM PEAK HOUR**  
**TRAFFIC VOLUMES WITH DEVELOPED SUBAREA**



## Chapter 5 - Implementation

### 5.1 NECESSARY IMPLEMENTATION ACTIONS

Implementation of the recommended subarea plan for the Littlerock Road neighborhood will require a series of actions by the City of Tumwater and Thurston County to “set the stage” for private investment that will eventually develop the area. These actions are listed below. It is important to note that these actions generally should precede development in the area; therefore, they should be accomplished as quickly as possible.

#### Implementation Actions

1. Amend Tumwater and Thurston County land use plans and zoning maps as shown in Figure 3.1 and 3.2.
2. Amend the Economic Development element of the Tumwater Comprehensive Plan to be consistent with the Littlerock Road Subarea Plan.
3. Consider amendment to the Parks Plan to show acquisition plans for a pedestrian trail system in the subarea.
4. Consider amendment to the Capital Facilities Plan to provide funding for pedestrian trail system development.
5. Amend the Protection of Trees and Vegetation ordinance to better protect existing trees at the time of development.
6. Amend Title 18, Zoning, to place retail building size limits in the General Commercial zone north of Tumwater Boulevard and south of the Mixed Use zone as an overlay zone.
7. Amend Title 18, Zoning, to place an overlay zone in a portion of the Mixed Use zone adjacent to and near Littlerock Road to require residential uses as part of any commercial development in this area.
8. Review the Tumwater Development Guide regulations relating to pedestrian, bicycle and public transit provisions and make amendments as necessary to ensure consistency with this plan.

9. Review and revise as needed Tumwater development regulations to identify subarea gateways and transition areas, including boundaries between zoning districts for the subarea. Said gateways, transition areas and boundaries may be attractive for certain enhancements such as public art, plazas, enhanced landscaping, entry signs, or other architectural features. Where appropriate, enhanced noise and visual buffering could be required along boundaries of the subarea for extra buffers between commercial and residential neighborhoods. Consider amending TMC Title 18 to require Type 1 landscaping to provide more separation between commercial and non-commercial uses.
10. Consider an additional review of the subarea plan to identify and plan for a unique street plan, in order to incorporate a village-like area in the south/central portion of the subarea. Such a street plan could include identifying unique street tree and right-of-way planning requirements and should identify internal circulation patterns and a “Main” street through discussions with property owners in advance of development. Numerous connections should be provided to allow for a variety of trip possibilities through the subarea. All modes of transportation should be provided for in these discussions.
11. Address the issue of outdoor lighting to determine if regulatory amendments are necessary to minimize the effects of light and glare.
12. Consider identifying specific physical improvements that the City may fund in its capital facilities program to serve as catalysts for private investment, including consideration of such items as: infrastructure improvements such as extension of water and sewer, funding for road improvements, funding for regional stormwater/drainage issues.
13. Continue to work towards construction of Tye Drive between and roughly parallel to Littlerock Road and Interstate 5. This roadway should encourage vehicular movement into and through the subarea to access its businesses and residences, especially for automobile traffic entering the subarea from Interstate 5 at the Trospen Road and Tumwater Boulevard interchanges. It should be designed to attract that traffic as much as possible away from Littlerock Road. Its design also should provide for safe bicycle and pedestrian travel along the roadway. This roadway should be built by new development as completed segments, if possible, to minimize impacts on Littlerock Road. If this is not possible, the roadway may be built in segments by new development with the City filling in the remaining segments as funding can be made available. Should the City be unable to fund the necessary road improvements to complete this roadway, any additional

- development should be required to construct the remaining segments or otherwise adequately mitigate traffic impacts where the additional development would significantly degrade the level of service on Littlerock Road or other roadways and intersections in the vicinity of the Littlerock Road subarea.
14. Evaluate whether development of a pedestrian and bicycle facility is feasible between the Interstate 5 pedestrian overpass and the Tumwater Middle School and City park on the west side of Littlerock Road.
  15. Continue working on the extension of Tyee Drive beyond Tumwater Boulevard past Prine Road to intersect Littlerock Road near Black Hills High School as development occurs, consistent with the Black Hills Subarea Plan. Consider classifying Tyee Drive as a minor arterial from its current terminus near Kingswood Drive to Tumwater Boulevard.
  16. Continue the extension of Tyee Drive between its existing terminus, near the Interstate-5 Pedestrian Overcrossing and Tumwater Boulevard. The extension would occur as the adjacent properties are developed. The ultimate cross section of the roadway would provide for two lanes in each direction and would transition to single lanes in each direction, south of the pedestrian overcrossing, near the existing terminus. The actual transition area would be determined based on the actual development submittal(s) proposed. Turn lanes would be constructed where deemed necessary to access the adjacent properties and at intersecting streets.
  17. Consider adopting a street plan for the subarea that includes east-west connector roads between Littlerock Road and Tyee Drive to allow traffic to access future commercial development and encourage the use of Tyee Drive as an alternative to Littlerock Road.
  18. Consider further amendments to TMC Title 18 to adopt more specific building design guidelines for the Littlerock Road Subarea, consistent with a village-like area in the south/central portion of the subarea.

## **APPENDIX A: COMMUNITY PREFERENCES**

Touching base with key community leaders and the public at large is an important part of the development of the Littlerock Road Subarea Plan. Through a series of one-on-one stakeholder interviews and a scoping survey mailed to affected citizens, key issues and opportunities for development of the subarea were identified. By identifying issues and opportunities early on, they were built into the development and analysis of the Subarea Plan. The results of the interviews and the survey are summarized in the following pages.

### **STAKEHOLDER INTERVIEWS**

A series of stakeholder interviews was conducted as a means of identifying the community's goals for the Littlerock Road Subarea Plan. A diverse group of individuals was interviewed representing local government, real estate, economic development, land owners, transportation/transit, and area residents. Approximately 20 people were interviewed.

The responses to the one-on-one surveys are summarized below, generally organized by the actual interview questions. These responses are a collection of individual opinions. While there was much consensus of opinion, there was also diversity. The summary attempts to present both the degree of consensus and breadth of answers to each of the interview questions. Responses do not necessarily represent the opinions of the Consultant, or the City of Tumwater.

#### **Quality of Life in Tumwater**

As an opening question, stakeholders were asked to comment on the quality of life in Tumwater. Beyond serving as an ice-breaker for the interview, this question is also important in providing useful information for future marketing of the Littlerock Road Subarea.

There was general consensus on what makes Tumwater a good place to live and work. Common responses included characteristics typical of small towns: quiet, rural character, small town feeling, family-oriented, not a lot of traffic or crime, and good schools. Other benefits cited include proximity to the state capitol, the new Intel facility at DuPont, and good access to Interstate 5.

There is concern about potential urban sprawl. Some people who had recently located in Tumwater said they chose Tumwater over Olympia or Lacey because it had retained its rural character. These people are concerned that Tumwater will lose those qualities as it develops.

#### **Weaknesses or Liabilities**

There were fewer recurring themes with regard to existing or potential weaknesses of the community. The following weaknesses were mentioned by the stakeholders:

- I-5 divides the city
- Difficult traffic access and circulation

- There isn't a true downtown in Tumwater or a sense of a community center
- The community is not prepared for growth and doesn't know where it is going
- Need infrastructure improvements - especially road improvements to support growth
- Not enough variety of shopping and services in Tumwater
- Weak economic base/low sales tax revenue
- Dependence on government for employment
- Perception that it is difficult to get development permits in Tumwater

### **What does Mixed Use and Village Character mean to you?**

There was a wide range of responses to this question, which proves how commonly used descriptions of land use character can elicit varied reactions from citizens. Some stakeholders could describe mixed use or village-type development in terms of specific characteristics while others thought of specific places. Reactions to the terminology ranged from highly positive to highly negative. The following presents the spectrum of responses to this question.

#### **Characteristics:**

A place where one can walk to small shops, schools, services within 1/2 mile

Sidewalks, street trees

Almost European with fairly dense residential

Urban villages are big - they go on forever, a big city thing

Small, compact area

Mixed use serves as a transition between retail and residential

A little higher density area

Trendy shops

A unique attraction to make it successful

Apartments

Small parks, public plazas, community activity center

Pedestrian/bicycle trails

Strip mall shop character - video stores, Blimpies, etc.

Traffic

Crime/drugs

Low income housing

A great deal of infrastructure needed to support

Quiet, friendly

**Places that came to mind:**

- East Coast cities
- Southern California
- Austin, Texas
- Bourbon Street
- Briggs Nursery Development in Olympia
- Strip malls
- Downtown Seattle
- Capitol Hill (Seattle)
- Downtown Olympia

Some stakeholders expressed concern with the mixed use concept and related it to recent experiences with the application of mixed use zoning to the Capitol Boulevard. Some people felt that mixed use did not work well when applied to an already developed area, but that perhaps it would work in the Littlerock Road Subarea since it is primarily vacant. More than one person suggested mixed use be optional rather than required for new development. There was concern that pedestrian-oriented development would not be convenient for automobiles and auto access was important.

Another stakeholder was concerned that while mixed use development sounds good, when one is proposed, the citizens typically do not like it. This person felt that citizens do not want additional commercial development in the community.

Some stakeholders questioned whether the local market would support mixed use village-type development in Tumwater. One stakeholder was concerned that Tumwater residents would not like to live in a village-type development. This person felt the village concept would force people to live, work and play in a small area.

**Knowledge of Plans for Development within the Subarea**

Most Stakeholders did not know of specific development plans within the subarea. A few Stakeholders were aware of the proposal to develop Tumwater Town Center just south of Costco. Some Stakeholders discussed an observed trend with big box retail development that they heard had been looking at the Tumwater Town Center site, but decided to go elsewhere. There was mention that Lacey has been a preferred location for big box retail development over Tumwater.

One Stakeholder mentioned the shopping mall being developed across the road from Costco. The proposed park at Trosper Lake was also noted. Another person had heard that the Tyee Hotel may expand as well as the Labor and Industries development. Yet another Stakeholder mentioned that a storage facility and an entertainment center had been recently proposed within the subarea.

### **Cooperation Amongst Land Owners in the Subarea**

No one could really comment on this question. It would appear that there has been little communication between land owners within the subarea.

### **Time Frame for Development of the Subarea**

The majority of stakeholders interviewed felt that development in the Littlerock area would not take place overnight. One person felt that the area north of Bishop Road would develop over the next five years. Two people specified that mixed use development would take 10 to 20 years to develop.

There was some discussion about the fast growth in Thurston County and that Tumwater would eventually receive more of this growth pressure. Some commented that the market is currently hot in Lacey, but that eventually it would move south to Tumwater. Another stakeholder commented that there is not currently enough residential development in Tumwater to support the development of a mixed use village center. That person suggested the more immediate need would be for residential development to support emerging employment centers like Intel.

One stakeholder felt the area is already developing and noted recent projects like the new Albertsons store.

### **Types of Land Use Preferred**

Each of the stakeholders was asked to comment on the relative importance of four major land use categories that will likely be included in the Subarea Plan program. The four categories were housing, retail, business/office, and park/open space. Stakeholders could also suggest other land use categories that they might prefer.

Most people felt that retail was the most important land use category to consider in the plan. Business/office and park/open space were tied for second, and housing was third in importance. However, it was interesting to note that there was some polarization with regard to the appropriateness of housing and retail. Those who felt strongly that retail was important often felt housing was a very low priority and those who were skeptical of retail development were most in favor of housing.

The comments expressed along with the ranking were also interesting. People who felt retail was a priority cited the need for an increased tax base and the appropriateness of the site for retail. Comments about business included concern that there was not a market for office development or that it was more appropriate on the east side of I-5.

Comments about housing were varied. One person commented that housing should focus on multi-family development while another felt the focus should be on single family homes. Still another commented that this area was not a great place for residential development.

There were only two people who suggested other categories of land use. One specified mixed use as a category and another specified forest or green space as preferred land uses. The person who suggested retaining existing forested areas felt that this would make a good buffer to I-5.

## Visions for Future Development

Each stakeholder was asked to describe what the Littlerock Road Subarea would be like in 10 years if their vision for the area were to be realized. There were a variety of responses in terms of the scale and intensity of development envisioned, ranging from a large open space with trails, to a major regional shopping center. Stakeholders specified preferred land uses and also had visions for streetscapes and amenities that could be incorporated into the subarea.

Most people felt the area could accommodate some variety of land uses and amenities. Retail development was mentioned in people's visions most often, followed by park space and then residential. Only one stakeholder specifically mentioned office development as part of their vision.

### Specific ideas about retail development:

- A lot more commercial development
- There should be a core retail area
- There should be smaller shops and places to eat
- Neighborhood retail
- Retail development would occur in the northern region of the site
- Littlerock Road should be retail-oriented and stores like Nordstrom would be located in the subarea
- Hopefully the "Power Mall" and the frontage road will be developed
- Larger retail should probably be developed at Airdustrial Road
- Theaters and recreational uses like bowling alleys

### Specific ideas about park and open space development:

- Park and open space development would be appropriate in the southern portion of the site
- Need an attractive feature like Green Lake in Seattle for park to be successful
- Walkways, open space, ponds, places for small community events, a central focal point
- Walking trails, tennis courts, bike trails, multi-use recreation, Performing Arts Amphitheater
- There should be a community focus, a place to meet

### Specific ideas about residential development:

- Not a big fan of interspersing residential development in retail areas
- Should allow housing above shops, but should not require
- Can't back up residential to big box retail
- Medium density residential next to retail, then decreasing in density to the west
- Houses with front porches

**Other ideas:**

- Littlerock Road would be landscaped with street trees and meandering sidewalks
- A nice planned community with a blend of residential and commercial development that was a nice place to live and work and was affordable
- Development of the subarea should increase property values for neighbors
- A first phase of retail development and a second phase of redevelopment of the existing residential areas
- Not totally auto-oriented, area should be accessible by bicycle and walking
- Possibly need additional access from I-5
- Retain stands of existing trees
- Narrower streets
- Support wildlife
- No bright lighting - lighting focused to the ground
- Orient buildings to streets - pedestrian orientation

**Is a Design Theme Important?**

We were interested to know how stakeholders felt about the concept of a design theme for the Subarea. In general, stakeholders felt that it was important to pay attention to the design of future development, but that a particular theme was not important. Two stakeholders felt that a theme was a good idea. One person referenced the city hall and library buildings as good models for a design theme. Another stakeholder felt a theme was important to communicate a vision. One stakeholder liked the idea of variety in the built environment and commented that this is not Disneyland.

**How Can We Make the Littlerock Road Subarea Planning Process Meaningful for You?**

Good communication was the most often mentioned goal for stakeholders. The importance of simply being kept informed throughout the course of the project was stressed. One suggested that the City inform citizens as to the specific type of input that was desired. A plan that the stakeholders have bought into and agreed on was specified by one stakeholder. Another hoped that the Subarea Plan would help close the perception gap in the community about what mixed use is.

Specific goals were also mentioned. Two stakeholders wanted the plan to determine infrastructure needs and circulation routes. One person was interested in knowing how the property in the Subarea would be used which would likely be developed. A couple of stakeholders mentioned a diversified tax base and more business development as goals. Development flexibility and market responsiveness were also cited as goals.

## **SCOPING QUESTIONNAIRE**

In mid-September, a survey was mailed to property owners within the subarea and within 300 feet outside of the subarea boundary. The purpose of this survey was to obtain input on the issues to address in the environmental impact statement (EIS) for the subarea plan and to gather additional community input on the preferences for development of the study area. The survey was also distributed at a community meeting on September 11th at which the results of the visioning workshop were presented.

### **Who participated in the questionnaire?**

Sixty-one completed questionnaires were received by the City. Of those who participated in the survey, over half (57%) owned property within the study area. Fifty percent identified themselves as homeowners and only one respondent identified themselves as a renter. Sixteen percent lived within the study area and 30 percent lived near the study area. A little under 10 percent said they worked in the study area.

Over half of the surveys were completed by males, 30 percent by females and the balance were completed jointly by men and women. Sixty percent of the respondents were in the 40 to 60 year age category. Of those who participated in the Scoping Questionnaire, less than 20 percent had participated in the Visioning workshops.

### **What major land use type is most important to include in the plan?**

Respondents were fairly evenly split with regard to which major land use type was their priority with roughly 20 percent indicating each of the following: housing; business/office; parks/open space; and retail as their first priority.

### **What is your preferred growth pattern?**

With regard to a preferred future growth pattern, over half (53%) indicated that they preferred a growth pattern which allowed for medium to high-density development in specific areas which can best be served by utilities, roads and other public services, and restrict development in other areas to preserve open space and provide for buffering. Eighteen percent selected a growth pattern where low to medium density development would be allowed throughout the area, even if this means losing the opportunity for public open spaces. A significant 28 percent indicated a write-in "other" choice. Among some of the write-in comments were specific preferences for commercial development, and some who wanted no development or to keep it the way it is today. Others wanted low density development, but with greater amounts of open space.

### **How can mixed use development be best accommodated?**

When asked how mixed use development would be best accommodated in the subarea plan 30 percent of the respondents selected mixed uses in separate buildings but connected by bicycle/pedestrian paths and 30 percent selected providing for some combination of mixed uses together in the same building and in separate buildings but connected with pedestrian/bicycle paths. Eighteen percent selected encouraging mixed uses within the same building. Twenty

percent selected “other”. The write-in comments were primarily in rejection to the notion of mixed use. Those who wanted mono-uses were either in support of high density commercial or low density residential development.

### **What can the City Do?**

When asked what the City can do to help make development in the Littlerock Neighborhood more acceptable or pleasing, 35 percent responded that the City should focus on improving roads and services in the area at the same time new development is permitted - widen roads, add traffic signals, extend sewer systems, etc. Twenty-five percent felt that the City should focus on providing amenities for pedestrians such as sidewalks, street trees, benches, and small pocket parks. Twenty three percent felt that the City should focus on the general appearance of new development (building design and landscaping). Ten percent felt the City should focus on the scale of development by promoting smaller buildings of approximately the same size as buildings in adjacent neighborhoods. Few respondents, 4 percent, felt that the City should focus on limiting traffic impacts by limiting the size of new parking areas and other means of focusing on transit-oriented development.

### **Vision Statement**

Most respondents (43%) identified with the vision statement that described the Littlerock Road Subarea as a vibrant commercial district. Twenty-nine percent identified with the vision statement that described the subarea as a good place to raise a family. Fourteen percent wanted it to be best known for its attractive streets, landscaping and buildings. Four percent wanted it to be best known for its cultural and recreational opportunities. A few people selected “other” and stated visions for open space, retaining the natural setting and forested areas. Others stressed a vision with a balance of residential and commercial/professional development.

### **Top Issues for the EIS**

Respondents were asked to select their top three items for analysis in the EIS from a list of 14 items. The items which were selected by at least 25 percent of the respondents are: Economic Development (42%); Land Use (41%); Parks and Open Space (35%); Transportation (33%) and Utilities (28%).

## **APPENDIX B: VISIONING PROCESS**

### **OVERVIEW**

There appears to be an interest in, confusion about, and resentment toward the idea of an urban village for the Littlerock Road area. One respondent said emphatically that she “likes the concept of a mixed use village...the various housing densities can be nicely mixed with office buildings and light commercial.” Another respondent summed up his resentment toward the process by complaining about having no say over the mixed use zoning and stating: “to me, this is like asking us how we want the barn door locked after the horse is out.”

Despite the difference in opinions, a common vision for a number of key elements appears to exist in the community. The strongest common vision was found with regards to roads, sidewalks, and open space. Maintaining existing trees, and surrounding buildings with green appears to be very important to Tumwater residents. A good example of this is the existing Costco store which is considered appropriate by an overwhelming majority of the participants due to the extensive landscaping around the building.

The strongest differences are over the appropriateness of housing in the area. Some support a variety of housing for the area, while others find any type of housing to be inappropriate.

### **The Participants and the Process**

The community survey was administered on July 17, 1996 at the Tumwater Library. Twenty-three people participated in the process. Two sessions were held. The average age of the participants was 53. Of the participants 70% live in Tumwater, and 58% work in Tumwater.

Images of Tumwater and other locations were shown by category. Participants were asked to rate these on a five point scale: *highly inappropriate, inappropriate, neutral, appropriate, and highly appropriate*. Participants were also asked to comment on their scoring sheet. Many of the comments are included in this report.

The results were tabulated and 17 images were selected that seemed to epitomize the opinions of the participants. Those images are incorporated into this document and summarized below.

## SURVEY RESULTS

### Main Roads — the Frontage Road and Littlerock Road



Figure B.1: Image for the frontage road or for a rebuilt Littlerock Road

This is the highest scoring image with 87% of the respondents finding it *appropriate* for the Littlerock Road area. Great care has been taken in planting trees on the side of this road in Redmond, Washington. A set of tightly spaced, deciduous trees lines the street, between the street and the sidewalk. There is another set of trees, both deciduous and evergreen, which buffer the land uses from the street. Thus, drivers and walkers see only green or in this case, fall foliage. There is a generously sized sidewalk which is separated from the street by a row of trees and a well-maintained grass "parkway." The street is approximately 36 feet wide and has a bike lane on both sides. No overhead wires or utility poles are visible. Comments from participants included "Nice without poles or signs" and "good sidewalk."



Figure B.2: Image for a local commercial street

This highly rated Lacey street (77% found it *appropriate*) has many of the features the raters found positive about the first image. The street has extensive landscaping with a buffer between the sidewalk and the buildings. There is a generous, safe-looking sidewalk and the road edge is manicured.

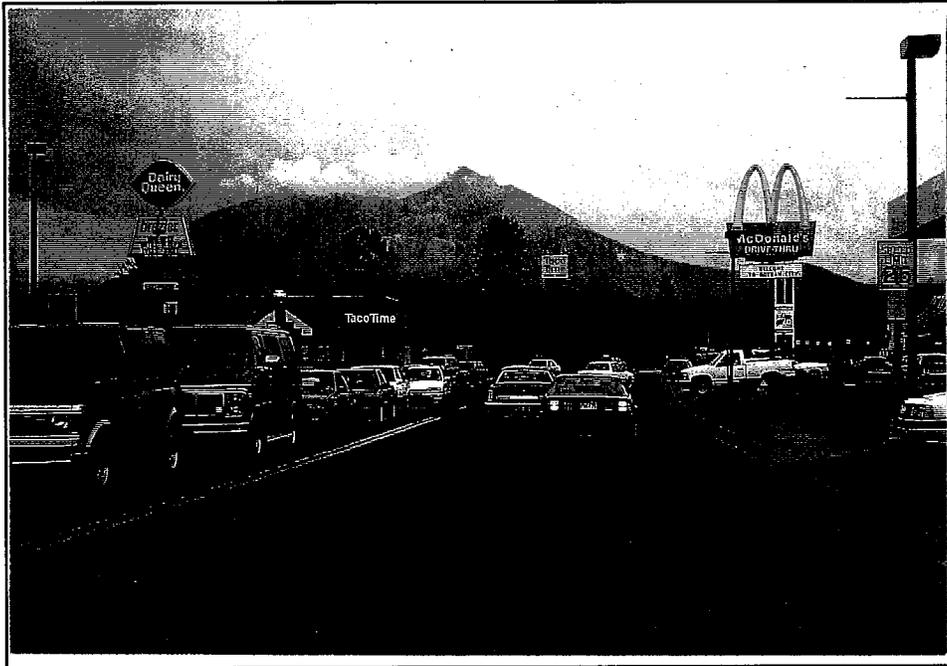


Figure B.3: Another image of a local commercial street ☑ ∅

This image of a local road with highway commercial uses in North Bend received a mixed response from the participants. It illustrates the differences of opinions over the area's future development pattern. One third found it *appropriate*, one third was *neutral*, and one third thought it was *inappropriate*. The image shows mostly stalled traffic leaving several national chain restaurants. There is a well-maintained lawn in front of the gas station and some of the trees remain in the background. This is a pattern of development that has taken place along most highway interchanges throughout the country.

## Open Space and Parks



Figure B.4: Curving sidewalk

Eighty-two percent (82%) of the respondents rated this pedestrian path leading away from the road into a wooded area as *appropriate*. A number of the raters said that they wanted to see places to walk in the Littlerock area and this image appears to represent what people would like to see.



Figure B.5: A small park with a gazebo ☑

This small neighborhood park was found to be *appropriate* by 78% of the respondents. It is located in a residential neighborhood and has a relatively large gazebo that would serve as a gathering place or a picnic area in the rain.

## Highway Commercial and other Commercial Development



Figure B.6: Existing Costco Store

The existing landscaped Costco store in the Littlerock area is well-liked. Seventy-seven percent (77%) of the respondents feel that it is *appropriate*. The image shows a sidewalk and a green buffer between the sidewalk and the parking lot. The parking lot contains some maturing trees and there is a row of very large trees on the edge of the site. Only a street address is visible on the building. One respondent said, "They did a great job retaining and planting trees."



Figure B.7: Facade of a "Big Box" retail store Ø

A high percentage of respondents (69%) found this image of a Wal-mart store to be *inappropriate*. The written responses seem to indicate that the large sign and the stark feeling of the building were the reasons for the low score. A typical response was "Don't like building, too loud." Another respondent simply said: "Please-no."





Figure B.9: A "pedestrian-friendly" shopping center ☑

This image of a shopping center with a pedestrian realm was deemed *appropriate* by 71% of the participants. The shopping center developers used a number of techniques to create a place where it feels comfortable to walk. They allowed head-in parking to separate pedestrians from the flow of traffic. Trees were planted and planter boxes with flowers help to soften the hard surfaces. The walkway is a combination of brick and concrete. There are a variety of stores with merchandise visible from the walkway. This outdoor walkway functions much like those found in the interior of a traditional mall.

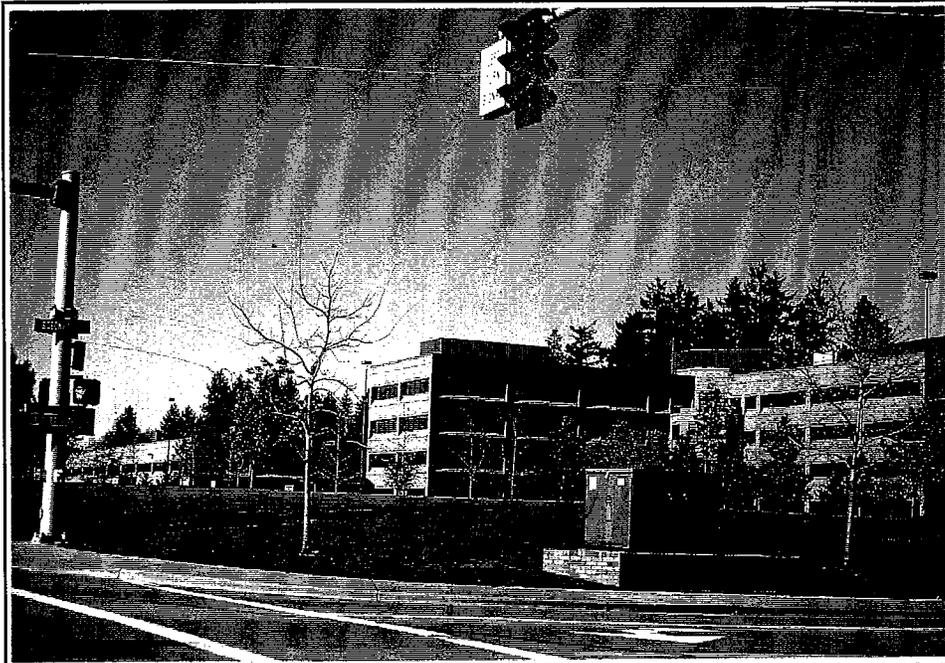


Figure B.10: An Office Park ☑

This campus-like office park development, was considered *appropriate* by 63% of the raters. This image shows a three-story brick building with large windows set back from the road. A large lawn with some trees separate the buildings from the street. The parking is not visible. Comments made by participants included, "Office OK if it looked that nice" and "Nice setbacks."

## Neighborhood Commercial Development

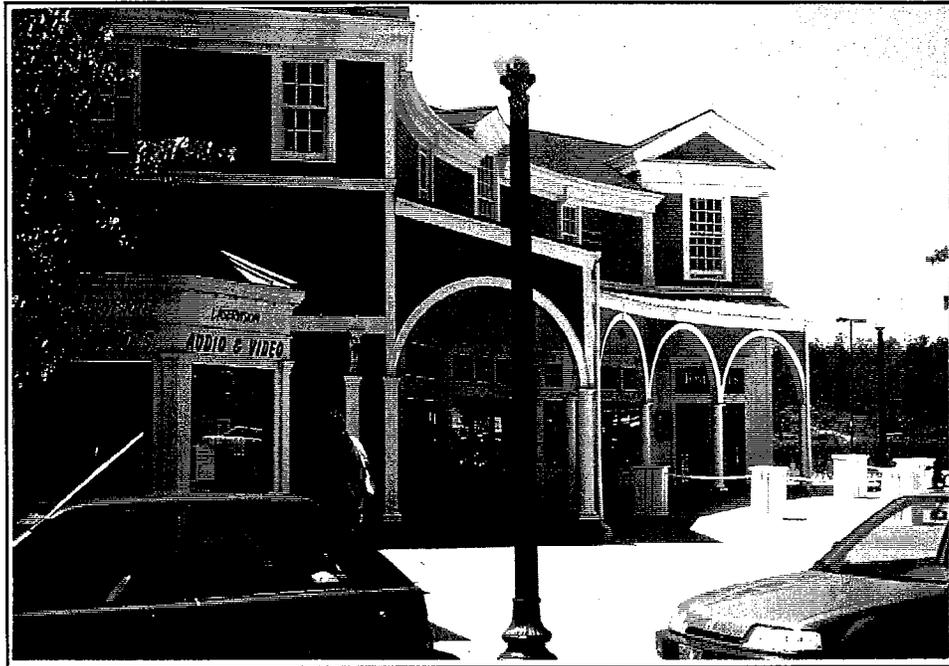


Figure B.11: A two story building with a plaza

This is a clapboard sided multiplex movie theater with a small restaurant, facing a small pedestrian plaza. It was found to be *appropriate* by 61% of the respondents. One respondent found it acceptable if it met one qualification, "Could be OK if trees." Trees and landscaping appear to be a critical issue in Tumwater.



Figure B.12: A strip mall Ø

This image of a typical strip mall was rated as *inappropriate* by 52% of the raters. This strip mall has some vegetation, but the building is relatively plain with a covered walkway. It is a sharp contrast to Figure B.11 above which has far more detailing and is a two-story building.

## Residential Development



Figure B.13: A three-story mixed use building ☑

Fifty-four percent (54%) of the respondents considered this three-story mixed use building to be *appropriate* for the Little Rock area. Figure B.13 and Figure B.14 are the only two residential buildings which a majority found to be *appropriate*. All of the residential buildings in the survey were considered *inappropriate* by at least 30% of the raters. Thus there appears to be a minority opinion that there should be no residential development in the area. Only a limited type of residential buildings are found to be *appropriate* by any of the raters. This image shows a version of mixed use development where the housing and the retail are contained in the same building. Another version of mixed use development could have a residential building next to a retail building.

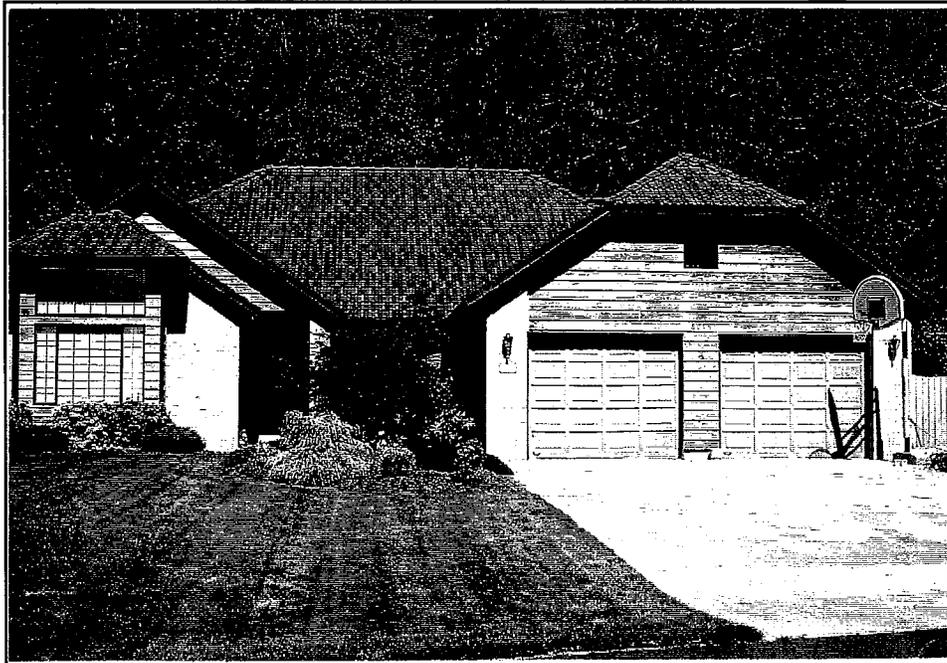


Figure B.14: An existing house in Tumwater

This image of a house in Gold Creek, adjacent to the Littlerock neighborhood, was considered *appropriate* by 68% of the participants. None of the raters were neutral about this image, the other 32% found it *inappropriate*. Other single family houses were considered *inappropriate*. It appears that the smaller the lot, the higher the negative response.



Figure B.15: An apartment building with a density of 30 units per acre ☑ Ø

Respondents had a mixed reaction to this three-story, multi-family apartment building, with carefully crafted railings, a pitched roof, framed windows, and chimneys. Thirty-five percent (35%) considered it *appropriate* and 35% found it *inappropriate*. The remaining 30% were neutral. Even at 30 units per acre, the good design features in this building make it acceptable to a segment of the participants. This apartment building is also well-landscaped, is on a narrow street, and the parking is placed behind the building.



Figure B.16: A three-story apartment building with visible garages Ø

Sixty-four percent (64%) of the raters found this building to be inappropriate. This building lacks many of the design features found in Figure 15 above. Here the garages and the front door spill out into the alley. There are no grass or trees and no sidewalk.

## Local Residential Street



Figure B.17: A residential street

This residential street was rated *appropriate* by 69% of the participants. This street in Harbor Town, Tennessee has sidewalks, curbs, and gutters on both sides of the street. It is enclosed at the end by two houses. Street trees line both sides of the street.