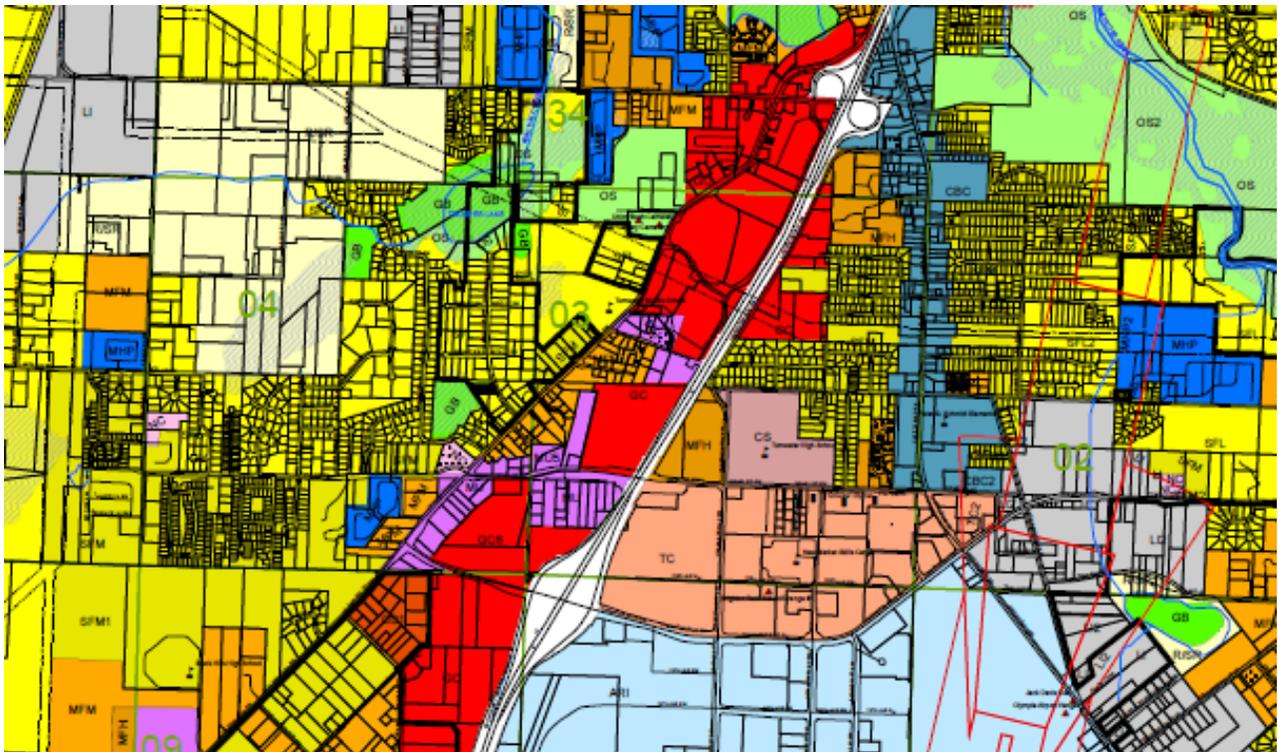


CITY OF TUMWATER

LAND USE PLAN



An element of the Tumwater Comprehensive Plan

Adopted November, 1994
2013 Update

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TABLE OF CONTENTS

Chapter 1. INTRODUCTION

1.1 Purpose and Scope..... 1
1.2 Growth Management Act Goals Compliance 2
1.3 County-Wide Planning Policy Compliance..... 6
1.4 Ongoing Review Program 12
1.5 Amendments..... 12
1.6 Overall Comprehensive Plan Connections 15
1.7 Tumwater Community Profile 15
1.8 Tumwater Land Use Patterns..... 16
1.9 Existing Land Use Distribution 17
1.10 Land Use Distribution 17

Chapter 2. POLICIES/DESIGNATIONS/DEFINITIONS

2.1 Introduction 21

City-Wide Land Use Map.....

2.2 Residential Uses..... 23
2.2.1 Residential/Sensitive Resource 24
2.2.2 Single-Family Low Density 26
2.2.3 Single-Family Medium Density 27
2.2.4 Multi-Family Medium Density 28
2.2.5 Multi-Family High Density 28
2.2.6 Manufactured Home Park 29
2.3 Mixed Use 30
2.4 Neighborhood Commercial 34
2.5 New Market Historic District..... 34
2.6 General Commercial 34
2.7 Capitol Boulevard Community..... 35
2.8 Brewery District 37
2.9 Light Industrial 37
2.10 Airport Related Industrial..... 38
2.11 Heavy Industrial 38
2.12 Utilities 38
2.13 Public/Institutional 39
2.14 Parks/Open Space 39
2.15 Shoreline Environment..... 39
2.16 Tumwater Town Center..... 40

2.17	Innovative Housing and Land Use Methods	40
Chapter 3. GOALS/POLICIES/OBJECTIVES		
3.1	Introduction	45
3.2	Goals/Policies/Objectives	45
3.3	Implementation Policies	56
Chapter 4. LAND SUPPLY ANALYSIS		
4.1	Introduction	59
4.2	Partially Used/Under Utilized Land Supply Analysis.	62
4.3	Residential Vacant Land Supply Analysis	62
4.4	Commercial/Industrial Vacant Land Supply Analysis.....	65
4.5	Analysis of Population Accommodation.....	66
4.6	Recently Annexed Areas	69
City of Tumwater Neighborhoods Map.....		
Chapter 5. MOTTMAN/BLACK LAKE NEIGHBORHOOD		
5.1	Introduction	72
5.2	Single-Family Residential - Low Density Designation.....	74
5.3	Light Industrial Designation.....	75
5.4	Heavy Industrial Designation	76
5.5	Utilities Designation	76
5.6	Shoreline Environment Designation	76
Chapter 6. TROSPER NEIGHBORHOOD		
6.1	Introduction	81
6.2	Residential/Sensitive Resource Designation	83
6.3	Single-Family Residential - Low Density Designation.....	83
6.4	Single-Family Residential - Medium Density Designation.....	84
6.5	Multi-Family Residential - Medium Density Designation.....	84
6.6	Multi-Family Residential - High Density Designation	85
6.7	Mixed Use Designation.....	86
6.8	General Commercial Designation	86
6.9	Light Industrial Designation.....	86
6.10	Public/Institutional Designation.....	88
6.11	Utilities Designation.....	88
6.12	Shoreline Environment Designation	88

6.13 Parks/Open Space Designation 88
6.14 Manufactured Home Park Designation..... 89

Chapter 7. LITTLE ROCK NEIGHBORHOOD

7.1 Introduction 93
7.2 Residential Sensitive Resource Designation 98
7.3 Single-Family Residential - Low Density Designation..... 98
7.4 Single -Family Residential – Medium Density Designation..... 99
7.5 Multi-Family Residential – Medium Density Designation 100
7.6 Multi-Family Residential – High Density Designation..... 103
7.7 Mixed Use Designation..... 103
7.8 General Commercial Designation 104
7.9 Neighborhood Commercial Designation 106
7.10 Light Industry Designation..... 107
7.11 Shoreline Environment Designation 107
7.12 Parks/Open Space Designation 108
7.13 Public/Institutional Designation..... 108
7.14 Utilities Designation..... 108
7.15 Manufactured Home Park Designation..... 109

Chapter 8. SE CAPITOL BOULEVARD NEIGHBORHOOD

8.1 Introduction 112
8.2 Single-Family Residential - Low Density Designation..... 114
8.3 Single-Family Residential - Medium Density Designation..... 115
8.4 Multi-Family Residential - Medium Density Designation..... 117
8.5 Multi-Family Residential - High Density Designation 118
8.6 Capitol Boulevard Community Designation 118
8.7 General Commercial Designation 120
8.8 Light Industrial Designation..... 120
8.9 Utilities Designation..... 121
8.10 Parks/Open Space Designation 122
8.11 Neighborhood Commercial 122
8.12 Manufactured Home Park Designation..... 122

Chapter 9. DESCHUTES NEIGHBORHOOD

9.1 Introduction 126
9.2 Deschutes River Special Area Management Plan 128
9.2.1 Deschutes River Riparian Habitat Plan..... 129
9.3 Other Plan Recommendations..... 129

9.4	Single-Family Residential - Low Density Designation.....	129
9.5	Single-Family Residential - Medium Density Designation.....	130
9.6	Mixed Use Designation.....	131
9.7	Neighborhood Commercial	131
9.8	Public/Institutional Designation.....	132
9.9	Utilities Designation	132
9.10	Shoreline Environment Designation	132
9.11	Parks/Open Space Designation.....	133

Chapter 10. TUMWATER HILL NEIGHBORHOOD

10.1	Introduction	138
10.2	Residential/Sensitive Resource Designation.....	140
10.3	Single-Family Residential - Low Density Designation	141
10.4	Single-Family Residential - Medium Density Designation.....	141
10.5	Multi-Family Residential - Medium Density Designation	142
10.6	Multi-Family Residential - High Density Designation	142
10.7	Neighborhood Commercial Designation.....	143
10.8	General Commercial Designation.....	143
10.9	Light Industrial Designation	144
10.10	Utilities Designation	145
10.11	Shoreline Designation	145
10.12	Public/Institutional Designation	145
10.13	Parks/Open Space Designation.....	146

Chapter 11. AIRPORT NEIGHBORHOOD

11.1	Introduction	149
11.2	Airport Related Industrial	151

Chapter 12. NEW MARKET NEIGHBORHOOD

12.1	Introduction	155
12.2	Single Family Residential Medium Density Designation	157
12.3	Multi-Family Residential High Density Designation.....	157
12.4	Capitol Boulevard Community Designation	158
12.5	Light Industrial Designation	158
12.6	Public/Institutional	159
12.7	Tumwater Town Center	159

Chapter 13. BREWERY NEIGHBORHOOD

13.1	Introduction	172
13.1.2	Existing Land Use Proportions	173
13.1.3	Surrounding Land Uses	173
13.1.4	Transportation Routes	173
13.1.5	Utilities	174
13.1.6	The Brewery Properties	175
13.1.7	Environmental Constraints	179
13.1.8	Supporting Plans/Documents	180
13.2	Single-Family Residential Low Density Designation.....	185
13.3	Single-Family Residential Medium Density Designation.....	186
13.4	Mixed Use Designation	186
13.5	Brewery District Designation	187
13.6	New Market Historic District Designation	189
13.7	Light Industrial Designation.....	189
13.8	Public/Institutional Designation	190
13.9	Parks/open Space.....	190

LIST OF FIGURES

1	Land Use Comprehensive Plan Element Connections	15
2	Existing Land Use Distribution Summary	17
3	Existing Land Use Distribution Graph.....	18
4	Tumwater Land Use Designations.....	21
5	Innovative Land Use Management Techniques for Residential Development.....	30
6	Tumwater Area 20 Year Population Forecast	60
7	Existing Land Use Distribution Graph.....	61
8	Net Buildable Residential Land in Acres.....	63
9	Existing Residential Densities	65
10	Potential New Dwelling Units.....	67

LIST OF MAPS

City-Wide Land Use Map
City of Tumwater Neighborhoods Map
Mottman/Black Lake Neighborhood Future Land Use
Trospen Neighborhood Future Land Use
Littlerock Neighborhood Future Land Use
SE Capitol Boulevard Neighborhood Future Land Use
Deschutes Neighborhood Future Land Use
Tumwater Hill Neighborhood Future Land Use

Airport Neighborhood Future Land Use
New Market Neighborhood Future Land Use
Tumwater Town Center Land Use Subareas and Main Street Configuration
Brewery Neighborhood Future Land Use

LAND USE PLAN APPENDICES: UNDER SEPARATE COVER

Appendix A: (Reserved)

Appendix B: County-Wide Planning Policies

Appendix C: Land Use and Housing Survey Results

Appendix D: Document Sources

**Appendix E: Resolution No. 480, Planning Commission Recommendation
and City Council Final Order**

**Resolution No. R94-033, Planning Commission
Recommendation and City Council Final Order**

1. INTRODUCTION

1.1. Purpose and Scope

The Tumwater Land Use Plan has been prepared as an element of the City of Tumwater's overall Comprehensive Plan and has been prepared in accordance with the requirements of the Growth Management Act (RCW 36.70A) and adopted Thurston County-Wide Policies.

As an element of the Tumwater Comprehensive Plan, the Land Use Plan includes the City of Tumwater's 20 year plan for land use. This plan covers the planning period from 2002 to 2022.

This plan addresses all areas within the present city limits of Tumwater. Areas that are within the Urban Growth Boundaries are addressed through the Joint Plan in accordance with adopted County-Wide Policies. In the interest of simplicity, the City has been divided into nine neighborhood areas.

The City has several areas of land within it that are not within the city limits of Tumwater. These areas are subject to the jurisdiction of the Urban Growth Management Agreement and are addressed in the Joint Plan.

The Land Use Maps represent the general future land use patterns that are intended for Tumwater within the 20 year planning period. They are a graphic expression of the policies found in Chapter 2, Land Use Policies, Designations and Definitions and in each Neighborhood chapter.

Each Neighborhood chapter consists of an outline, a map and text referencing each area on the map. The text contains a description of current land use and trends for each Neighborhood and sets forth policy recommendations for future land use. The outline is meant to be used as a quick way of finding policy recommendations for particular areas in each neighborhood. Specific information on policy recommendations for each land use designation can be found in Chapter 2, Land Use Policies, Designations and Definitions. The Neighborhood maps graphically represent policy recommendations for future land uses for each Neighborhood in Tumwater for the 20 year planning period (2002 to 2022).

1.2 Growth Management Act Goals Compliance

The Growth Management Act requires that Tumwater show how the Land Use Plan meets the relevant planning goals contained within the Act. The following is a listing of the applicable goals to land use and an analysis of how the Land Use Plan helps meet these goals:

1. *Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*

The availability of services, including roads, water and sewer facilities, has been expressly considered when applying all land use designations in the Land Use Plan. The density ranges for all residential land use designations are consistent with available or planned public facilities and services.

2. *Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.*

Each residential designation in the Land Use Plan has been carefully crafted to provide adequate density for feasible sewerage, while protecting sensitive areas as identified by established criteria. The Land Use Plan contains goals, policies and objectives that encourage compact, efficient urban development and encourages urban growth to be phased outward from the urban core. These policies include minimum density requirements, clustering in sensitive areas, overall higher residential densities throughout the City, and mixed residential/commercial areas. These policies are outlined in detail in Chapter 2. Specific goals that support the GMA goals are outlined in Chapter 3. (Goal #2, Policy #'s 2.1 through 2.4; Goal #3, Policy #'s 3.1 through 3.7; Goal #4, Policy #'s 4.2, 4.4 & 4.5)

3. *Transportation. Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*

The Land Use Plan contains goals, policies and objectives that ensure coordination with regional and local transportation plans. (Goal #5, Policy #'s 5.1 through 5.4) The Land Use Plan also proposes residential, mixed use, and neighborhood commercial land use designations that will encourage multi-modal, transit oriented development. (Chapter 2, Land Use Policies, Designations and Definitions)

4. *Housing. Encourage the availability of affordable housing to all economic segments of the population of this State; promote a variety of residential*

densities and housing types; and encourage preservation of existing housing stock.

The issues of providing affordable housing are more specifically set forth in the Housing element of the Comprehensive Plan. The Land Use Plan plays a smaller role in allocating sufficient land to insure an adequate supply of buildable land. Each residential land use designation including the Mixed Use designation provides a variety of housing types at varying densities. Each Neighborhood sub-area of the Land Use Plan also contains sufficient variability in housing types to ensure that housing needs can be met for all segments of the Tumwater population for the next 20 years. Additionally, the Land Use Plan, in conjunction with the Housing Plan, includes policies and land use designations designed to ensure the provision of affordable housing. (Chapter 5, Definitions and Criteria)

The Housing Plan includes a variety of policies expressly designed to encourage housing affordability, including but not limited to, a multitude of regulatory changes dispersed throughout the document.

5. *Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.*

The Land Use Plan ensures the provision of adequate land for commerce and industry in the City. The Economic Development Plan also makes specific recommendations for economic development in Tumwater. The Tumwater Economic Development Plan is incorporated into the Tumwater Comprehensive Plan as a part of the Land Use Element.

6. *Property rights, Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.*

The City Attorney has completed a written takings analysis on each element of the Comprehensive Plan. That analysis showed no taking of private property.

The Land Use Plan was developed with sensitivity to property rights issues. Designation of areas in the City were based upon many factors including the impact of designations on private property.

7. *Permits. Applications for both State and local government permits should be processed in a timely and fair manner to ensure predictability.*

The Land Use Plan does not specifically address permit processing. However, this issue will be addressed as follow on development regulations are created to implement the Comprehensive Plan after adoption. The Housing Plan contains a chapter on barrier assessment. The chapter examines barriers to affordable housing and includes an analysis of average development permit processing times. Tumwater is achieving quick turnaround times for permits, and can typically process permits quickly enough to not be a factor in housing affordability.

8. *Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.*

The Land Use Plan ensures the viability of natural resource industries in Tumwater through the identification of such lands in the Land Use Plan text and maps. Additionally, the Tumwater Conservation Plan, a part of the Tumwater Comprehensive Plan, has specific guidelines and policies that ensure the viability of natural resource industries and activities.

9. *Open space and recreation. Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.*

The Land Use Plan, in conjunction with the Tumwater Parks and Recreation Plan, designates areas of the City that would be appropriate for future open space and recreation uses. The Land Use Plan reinforces the recommendations of the Tumwater Parks and Recreation Plan through the designations of the Land Use Plan and in goals and policies. The Land Use Plan shall identify and protect fish and wildlife habitat necessary in maintaining biological viability. (Goal #7, Policies 7.1 & 7.2; Chapter 2, Land Use Policies, Designations and Definitions)

10. *Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.*

Each designation in the Land Use Plan has been crafted to be of an appropriate intensity for where it is applied. Areas of environmental sensitivity have been designated as open space or have received a designation of a lower intensity than

other areas of the City. The Land Use Plan contains goals and policies which ensure coordination of land use with the Tumwater Stormwater Plan. The Tumwater Conservation Plan also contains specific policies relating to air and water quality, water availability, and protection and preservation of critical areas. The Land Use Plan also makes recommendations for clustering and other creative development techniques in sensitive areas of the City. (Goal #6, Policies 6.1 through 6.4; Goal #8, Policies 8.1 through 8.5; Chapter 2, Land Use Policies, Designations and Definitions)

11. *Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.*

The development of the Land Use Plan began in the early 1990s in open public meetings by the Land Use and Housing Committee, a subcommittee of the Tumwater Planning Commission. Additionally, frequent articles regarding land use planning appeared in the City's newsletter, the PIONEER. A land use and housing survey was distributed through the PIONEER. Results from this survey are provided in appendix C.

12. *Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.*

All non-open space designations in the Land Use Plan have been applied to areas that either have adequate capacity for transportation, utilities, storm and municipal services or will be provided with these facilities in the future concurrent with development. The Land Use Plan will ensure concurrency through coordination with the Tumwater Capital Facilities Plan, The Tumwater Transportation Plan and other elements of the Comprehensive Plan. The Land Use Plan contains goals and policies that ensure this coordination. (Goal #1, Policy # 1.1; Goal #2, Policy #'s 2.1 through 2.4; Goal #3, Policy #'s 3.1 through 3.7)

13. *Historic preservation. Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.*

The Land Use Plan designates an area of the City as the New Market Historic District. This District also extends into the area of the Deschutes River Special Area Management Plan. The New Market Historic District Master Plan was adopted by the City Council in November of 1993. This plan provides a framework for action and will ensure the preservation of historic and archeological resources in Tumwater.

(Chapter 2, Land Use Policies, Designations and Definitions).

14. *Shorelines of the state. The goals and policies of the shoreline master program shall be considered an element of the City's comprehensive plan*

The Shoreline Master Program for the Thurston Region is considered an element of the Tumwater Comprehensive Plan. This Shoreline Master Program addresses land uses on all lands under the jurisdiction of the Shoreline Management Act in order to protect and preserve fish and wildlife habitat and the shorelines of the state. [RCW 36.70A.480(1)]

1.3 County-Wide Planning Policy Compliance

The Growth Management Act requires that comprehensive plans be consistent with adopted County-Wide Policies.

The adopted County-Wide Planning Policies are included in this document in their entirety in appendix B. The following is a brief description of how the Land Use Plan is consistent with the adopted County-Wide Policies for Thurston County:

I. Urban Growth Areas

Planning for growth within urban growth areas will take place through the joint planning process between the City of Tumwater and Thurston County. (See Policy III)

II. Promotion of Contiguous & Orderly Development & Provision of Urban Services

In order to accommodate most of the County's population and employment in urban growth areas in ways that ensure livability, preservation of environmental quality, open space retention, varied and affordable housing, high quality urban services at least cost, and orderly transition of land from county to city, Thurston County and each city and town will:

2.1 Concentrate development in growth areas by:

- a. Encourage infilling in areas already characterized by urban growth that have the capacity to provide public services and facilities to serve urban development;*
- b. Phasing urban development and facilities outward from core areas;*

- c. *Establishing mechanisms to ensure average residential densities sufficient to enable the County as a whole to accommodate its 20-year population projection;*
- d. *Designating rural areas for low intensity, non-urban uses that preserve natural resource lands, protect rural areas from sprawling, low-density development and assure that rural areas may be served with lower cost, non-urban public services and utilities;*
- e. *Where urban services & utilities are not yet available, requiring development to be configured as urban growth areas may eventually infill and become urban;*
- f. *Considering innovative development techniques.*

Each residential designation in the Land Use Plan and their geographic application in the City meet each facet of this goal by providing for adequate density to meet the population requirements for 20 years of growth in a sustainable manner, and use of innovative development techniques such as clustering and Transfer of Development Rights (TDRs) to protect natural resource areas. It has been clearly demonstrated in the Land Use Plan that the City can meet its population projections over the planning period. The Land Use Plan contains goals, policies and objectives that encourage compact, efficient urban development and encourages urban growth to be phased outward from the urban core. The Land Use Plan also proposes residential and mixed use land use designations that will encourage the development of compact urban areas. The joint planning process will also address these issues. (Goal #2, Policy #'s 2.1 through 2.4; Goal #3, Policy #'s 3.1 through 3.7; Goal #4, Policy #'s 4.2, 4.4 & 4.5; Chapter 2, Land Use Policies, Designations and Definitions)

2.2 *Coordinate Urban Services, Planning, and Standards through:*

- a. *Coordinated planning and implementation of urban land use, parks, open space corridors, transportation, and infrastructure within growth areas;*
- b. *Identification, in advance of development, of sites for schools, parks, fire and police stations, major storm-water facilities, greenbelts, and open space. Acquisition of sites for these facilities shall occur in a timely manner and as early as possible in the overall development of the area;*
- c. *Compatible development standards & road/street level of service*

standards among adjoining jurisdictions;

- d. Development occurring within unincorporated urban growth areas shall conform to the development standards of the associated city or town; Explanatory comment: This provision recognizes that development short of this requirement may cause the larger society to bear the expense of retrofitting the development to meet urban standards (i.e. water, sewer, stormwater and roadways) upon eventual annexation. This standard will further enable the larger community to structure how growth will occur to minimize the cost of providing the infrastructure for these service systems;*
- e. Phasing extensions of urban services and facilities concurrent with development; and*
- f. No extensions of urban services and facilities, such as sewer and water, beyond urban growth boundaries except to serve existing development in rural areas with public health or water quality problems.*

The designation of 2-4 residential units per acre in particularly unique sensitive areas is consistent with this policy in its entirety. Any development in areas so designated will have services concurrent with development; and all areas of the City are governed by the Urban Growth Management Agreement, which prohibits extension of water or sewer outside the urban growth area except for public health reasons. This goal is met.

Coordination between Tumwater and adjoining jurisdictions is accomplished through a number of documents and agreements including the Joint Plan, the 1988 Memorandum of Understanding: *An Urban Growth Management Agreement*, the 1995 Memorandum of Understanding: *Urban Growth Area Zoning and Development Standards*, and the County-Wide Planning Policies.

2.4 Cooperate on annexations in order to accomplish an orderly transfer of contiguous lands within growth areas into the adjoining cities and towns.

All areas served by the 2-4 unit designation either have adequate capacity for transportation, utilities, storm, and municipal services or will be provided with same concurrent with development. Protection of ground water will be assured by provision of sanitary sewers and mandatory clustering away from sensitive areas. The inclusion of a sensitive areas designation of 2-4 units per acre does not affect annexations. Effective annexation of growth areas is encouraged in the

Comprehensive Plan. This goal is met.

III. Joint County & City Planning Within Urban Growth Areas

In 1995, Thurston County and the City of Tumwater adopted the Joint Plan. This plan, an element of the Tumwater Comprehensive Plan, creates a process for joint planning within Tumwater's urban growth area including several "islands" or areas that are completely surrounded by Tumwater city limits. For more information on Joint Plan amendments refer to the Joint Plan for the Tumwater Urban Growth Area.

IV. Siting County-Wide & State-Wide Public Capital Facilities

The Land Use Plan does not directly address the siting of County-wide and State-wide public capital facilities. However, the Joint Planning process and the County process for siting essential public facilities address this issue.

V. Analysis of Fiscal Impact

In order to conduct growth management planning that is fiscally realistic and achievable, in recognition of the high costs of providing public services and facilities to meet the needs of existing and future population; and in order to provide equity and fairness with respect to who pays those costs, Thurston County and each city and town should:

- 5.1 Develop financing methods for infrastructure which minimize the taxpayer's overall burden and fairly divide costs between existing and new development.*
- 5.2 Cooperatively explore a method to mitigate the fiscal impact on county government of annexation of significant developed commercial and industrial properties.*
- 5.3 Cooperatively explore methods of coordinating financing of infrastructure in urban growth.*

Each non-open space designation in the Land Use Plan has been crafted to ensure that needed services can be provided at the most efficient cost to the taxpayer given the constraints and environmental sensitivity of the land. Fiscal impacts are also addressed through the Tumwater Capital Facilities Plan. The Land Use Plan has been coordinated with the Capital Facilities Plan and other elements of the

Comprehensive Plan.

VI. Economic Development and Employment

The Land Use Plan ensures the provision of adequate land for commerce and industry in the City. The Economic Development Plan also makes specific recommendations for economic development in Tumwater.

VII. Affordable Housing

The cities, towns and county will institute measures to encourage the availability of affordable housing for all incomes and needs and ensure that each community includes a fair share of housing for all economic segments of the population by:

7.5 Exploring ways to reduce the cost of housing.

The Housing Element of the Comprehensive Plan is the principal policy document concerning affordable housing. The Land Use Plan interfaces with the Housing Plan to provide adequate suitably zoned vacant land to further the policies of the Housing Plan. Each residential designation in the Land Use Plan, including the Mixed Use designation, provides a variety of housing types to ensure that affordable housing is provided for all economic segments of the Tumwater population. The Land Use Plan, in conjunction with the Housing Plan, includes policies and land use designations designed to ensure the provision of affordable housing. (Chapter 2, Land Use Policies, Designations and Definitions)

The Housing Plan includes a variety of policies expressly designed to encourage housing affordability, including but not limited to, a multitude of regulatory changes dispersed throughout the document.

VIII. Transportation

The Land Use Plan contains goals, policies and objectives that ensure coordination with regional and local transportation plans. (Goal #5, Policy #'s 5.1 through 5.4) The Land Use Plan also proposes residential, mixed use, and neighborhood commercial land use designations that will encourage multi-modal, transit-oriented development. (Chapter 2, Land Use Policies, Designations and Definitions)

IX. Environmental Quality

In order to fulfill the responsibilities of each generation as a trustee of the environment

for succeeding generations; and to assure a safe, healthful, and productive environment for local residents, the county, cities and towns will:

- 9.1 Recognize our interdependence on natural systems and maintain a balance between human uses and the natural environment by:
 - a. establishing a pattern and intensity of land and resource use in concert with the ability of land and resources to sustain such use; and*
 - b. concentrating development in urban growth areas in order to conserve natural resources and enable continued resource use;**
- 9.2 Protect ground and surface water and the waters of Puget Sound from further degradation by adopting and participating in a comprehensive, multi-jurisdictional program to protect and monitor water resources for all uses;*
- 9.3 Protect and enhance air quality;*
- 9.4 Minimize high noise levels that would degrade the resident's quality of life;*
- 9.5 Maintain significant wildlife habitat and corridors;*
- 9.6 Preserve and promote awareness of our historic, cultural and natural heritage;*
- 9.7 Encourage the reuse and recycling of materials and products, and reduction of waste to the maximum extent possible.*
- 9.8 Provide for parks and open space.*
- 9.9 Plan for the amount of population that can be sustained by our air, land and water resources without degrading livability and environmental quality.*

Each designation in the Land Use Plan has been applied based on specific criteria which includes the sensitivity of certain areas to environmental disturbance. These sensitive areas have either received an open space designation or have received a designation of a lower intensity. Additionally, most environmentally sensitive areas of the City recommend that development be clustered away from the sensitive area. Additionally, the Land Use Plan contains goals and policies that ensure coordination of land use with the Tumwater Stormwater Plan. The Tumwater Conservation Plan, as a part of the Comprehensive Plan, also contains specific policies relating to air and water quality and water availability. The Land Use Plan also makes

recommendations for clustering and other creative development techniques in sensitive areas of the City. (Goal #6, Policies 6.1 through 6.4; Goal #8, Policies 8.1 through 8.5; Chapter 2, Land Use Policies, Designations and Definitions)

X. *Process Policies*

1. *Population Projections and Urban Growth Areas*
2. *Review of these Policies*

The Land Use Plan is designed to be a flexible document. As conditions and circumstances change, or as regional plans and policies are amended, the Land Use Plan can be revised accordingly.

1.4 Ongoing Review Program

Tumwater will undertake a program of ongoing review in order to monitor the performance of the land use strategy. This program is currently being carried out under contract by the Thurston Regional Planning Council for Tumwater as well as all jurisdictions within Thurston County. This will be done principally through building permit tracking, which is continually updated as new development occurs. In this way, the City can ensure coordination with elements of the Comprehensive Plan such as capital facilities, transportation and lands for public purposes. The Land Use Plan is meant to be a flexible and easily used document. As the City grows and changes, the Land Use Plan will need to be revised and amended in order to reflect new circumstances.

1.5 Amendments and Public Participation/Intergovernmental Coordination

Amendments

The Comprehensive Plan is subject to amendment in order to ensure internal and interjurisdictional consistency of the Comprehensive Plan and with the development regulations implementing the Comprehensive Plan. An evaluation of new conditions will be an integral part of the amendment process.

State law does not allow more frequent amendment than once annually, except in cases of emergency. The process the City uses to amend the plan and development regulations implementing the plan are set forth in Chapter 18.60 TMC. The Planning Commission and City Council will individually consider concurrently all proposed changes to the document accumulated over time since the last amendment, in order to ascertain the cumulative impact of the proposed changes.

The Comprehensive Plan may be amended outside of the normal annual amendment cycle if findings are adopted by the City Council demonstrating that the emergency meets all of the following criteria:

- 1) The circumstances of the emergency request, if processed within the normal amendment cycle, will result in delays that contribute to significant imminent impact on the community in general, or a specific neighborhood; and
- 2) The emergency request relates to an issue or issues of a community or neighborhood-wide significance beyond the interests of a particular property owner, provided that an issue pertaining to an individual property may be considered if findings reveal that impacts to the community or specific neighborhood would result from the individual property.

The nature of the emergency and the proposed amendment shall be presented to the City Council, which shall decide if the proposal qualifies as an emergency. Any proposal deemed an emergency shall proceed ahead of the normal amendment schedule.

Public Participation/Intergovernmental Coordination Procedures

Public participation in comprehensive planning is required both as a matter of law and policy. This public participation program affirms the City's commitment to public involvement in the planning process. The intent of this program is to ensure that city-wide and neighborhood planning are done with the contribution of all interested parties, including residents, property owners, business owners, neighborhood associations and others. The City will make every effort to involve citizens in the processes to develop and update the Comprehensive Plan, subarea plans, zoning and other development regulations.

Public participation and intergovernmental coordination procedures are set forth below to insure conformance with the State Growth Management Act, RCW 36.70A. Specifically, these procedures are set forth to establish policy providing for early and continuous public participation in the City's development and amendment of the Comprehensive Plan and development regulations implementing the plan. Errors in exact compliance with the established procedures shall not render the Comprehensive Plan or development regulations invalid.

- 1) Before the due date for submittal of requests for Comprehensive Plan amendments, the City will publish an article on City-controlled media and distribute it to local news media inviting amendment requests and informing the public of the

deadline.

- 2) Proposed amendments to the Comprehensive Plan and development regulations which affect the unincorporated urban growth area will be subject to public hearings by the Tumwater and Thurston County Planning Commissions, Tumwater City Council and Thurston County Board of Commissioners.
- 3) City publications, bulk mail, direct mail, email, broadcast and print media, or the City's website should be utilized by the City to inform affected parties about current or proposed plans or regulations, as well as opportunities for participation in City decision processes.
- 4) Procedures for providing notice of public hearings are set forth in Chapter 18.60 TMC. The City should have proposed amendments to the Comprehensive Plan and development regulations available to the public for inspection at City Hall during regular business hours beginning on the first business day following the date the public hearing notice is published.
- 5) In addition to hearings and other formal opportunities for oral and written public comment, the City should use various outreach techniques such as opinion surveys, speakers programs, forums, workshops, open houses, hands-on events and task forces.
- 6) The Planning Commission may request the Mayor to appoint a subcommittee of the Planning Commission when the size, technical complexity or content of a proposed comprehensive plan or development regulation amendment warrant. The committee would be responsible for preparing draft planning documents and/or ordinances for Planning Commission consideration. Subcommittee meetings would have the status of open public meetings, which can be attended by any interested individuals or groups.
- 7) Adjacent local jurisdictions, fire districts, school districts, public transit agencies, appropriate state agencies, Port of Olympia and the Squaxin Island Tribe will be mailed a notice of draft Comprehensive Plan and development regulation amendment proposals prior to final adoption by the City Council. The notice will contain a description of the amendments and methods for obtaining the draft proposal. Methods for providing input will also be included. Whenever possible, this notification process will be accomplished prior to Planning Commission consideration and in conjunction with the State agency notification requirement set forth in RCW 36.70A.106.

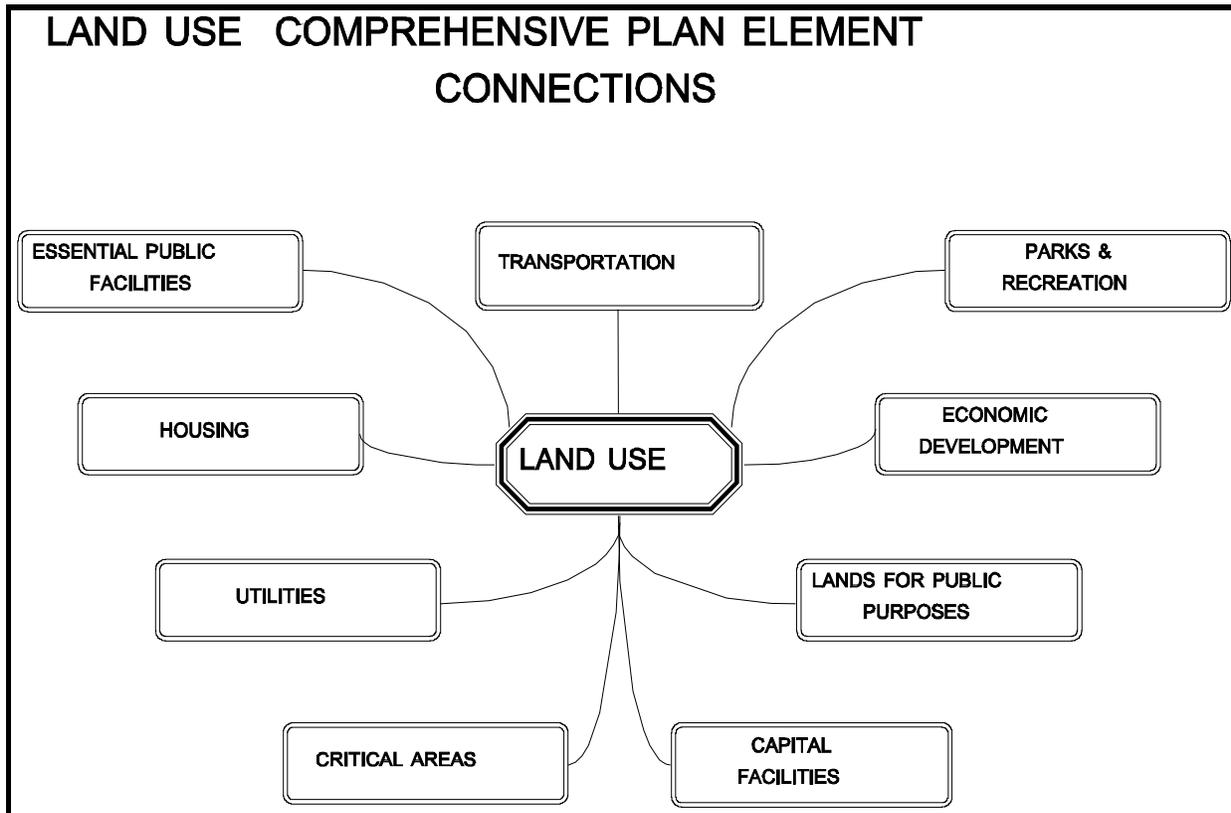


Figure 1

1.6 Overall Comprehensive Plan Connections

Figure 1 illustrates graphically the connections that the Land Use Plan must have with the other elements of Comprehensive Plan. The connections with the Transportation Plan and the Capitol Facilities Plan are perhaps the most important connections. However, linkage with all of the elements of the Comprehensive Plan are important as a whole in order to ensure orderly, cost-efficient development that is phased outward from the urban core. All elements of the Comprehensive Plan have been analyzed for consistency with the Land Use Plan and a determination has been made that the Land Use Plan is consistent with all other elements of the Comprehensive Plan.

1.7 Tumwater Community Profile

Tumwater was known as the end of the Oregon Trail. It is the oldest settlement north of the Columbia River. It is located at the point where the Deschutes River cataracts into Puget Sound at its most southerly point. When the City was founded

in 1845, it was named New Market. In 1847 the name was changed to Tumwater, as it likened the sound of “throbbing or noisy” water, which was expressed in the native jargon as *Tum Chuck*. The City's early growth and development were greatly influenced by the close proximity to the power-generating falls of the Deschutes River, the nearby saltwater access for transportation and communication, and the abundance of timber in the area. The town developed on the lands around the mouth of the river, and homes and sawmills sprang up along its banks above the original settlement.

On November 25, 1869, Tumwater was officially incorporated as a fourth class town. In 1964, the voters of Tumwater elected to change the classification to a third class city with a Mayor-Council form of government. In 1994, the Tumwater City Council voted to change the classification to a code city but retain the Mayor-Council form of government. Tumwater is the third largest city in Thurston County with an official population in 2002 of 12,730. As of November 1999, the City ranked 54th among the 279 cities in the State of Washington and was one of 176 code cities. The Mayor and seven council members are elected by the registered voters of the City to staggered four-year terms.

1.8 Tumwater Land Use Patterns

Tumwater has an elongated form of development. It is longer from north to south than from east to west. The City is contiguous with Olympia to the north and stretches for approximately five miles to the south. The City of Tumwater is generally spread out with vacant areas interspersed with other uses. The area of the City is approximately 10.3 square miles or 6,610 acres.

There are several important physical features that dominate the land use pattern of Tumwater. Among these is the Deschutes River. The Deschutes River has historically influenced the location of Tumwater and its subsequent development. The river and its valley is an important scenic and recreational asset to the City.

Interstate 5 was constructed in 1959 and resulted in the demolition of most of Tumwater's historic downtown area. The freeway divides the City into western and eastern portions. A new City Hall was constructed in 1988, a new library was constructed in 1995, and a new fire station was constructed in 2000 along Israel Road in the southern part of the City. It is anticipated that this area, bordered by Interstate 5, Tumwater Boulevard (formerly Airdustrial Way), Capitol Boulevard and Israel Road, will become Tumwater's new city center.

An additional influence on the development pattern of Tumwater is the Olympia

Regional Airport and New Market Industrial Campus that are located at the southern end of the City. The airport is owned and operated by the Port of Olympia.

Major circulation routes in Tumwater include Capitol Boulevard, which runs south from the City of Olympia on the east side of Tumwater; Littlerock Road, which serves as the major north-south route through the western portion of the City; Black Lake Boulevard, which comprises a portion of the northwest boundary of Tumwater; Tumwater Boulevard, which provides access to the southern part of Tumwater; and Trosper Road, which is the focal point of commercial activity in the central part of Tumwater. These circulation routes have influenced development in Tumwater to a large degree.

1.9 Existing Land Use Distribution

In order to plan effectively for the twenty-year planning period, it is necessary to understand existing land use distribution and trends. In order to accomplish this, Thurston Regional Planning Council has maintained a land use database for the City of Tumwater.

It is important to note that the land use designations used to identify presently existing land uses are not the same as those used to identify future land use on the Land Use Maps and in each Neighborhood chapter.

Figures 2 and 3 illustrate the results of the inventory City-wide.

1.10 Land Use Distribution

SUMMARY OF EXISTING LAND USE IN TUMWATER (2002)		
<u>Type of Land Use</u>	<u>Acreage</u>	<u>Percentage</u>
Residential	1581	28%
Commercial	354	6%
Industrial	458	8%
Public/Institutional	840	15%
Open Space	497	9%
Vacant	1803	30%
Natural Resources	214	4%
Total	5747	100%

Figure 2

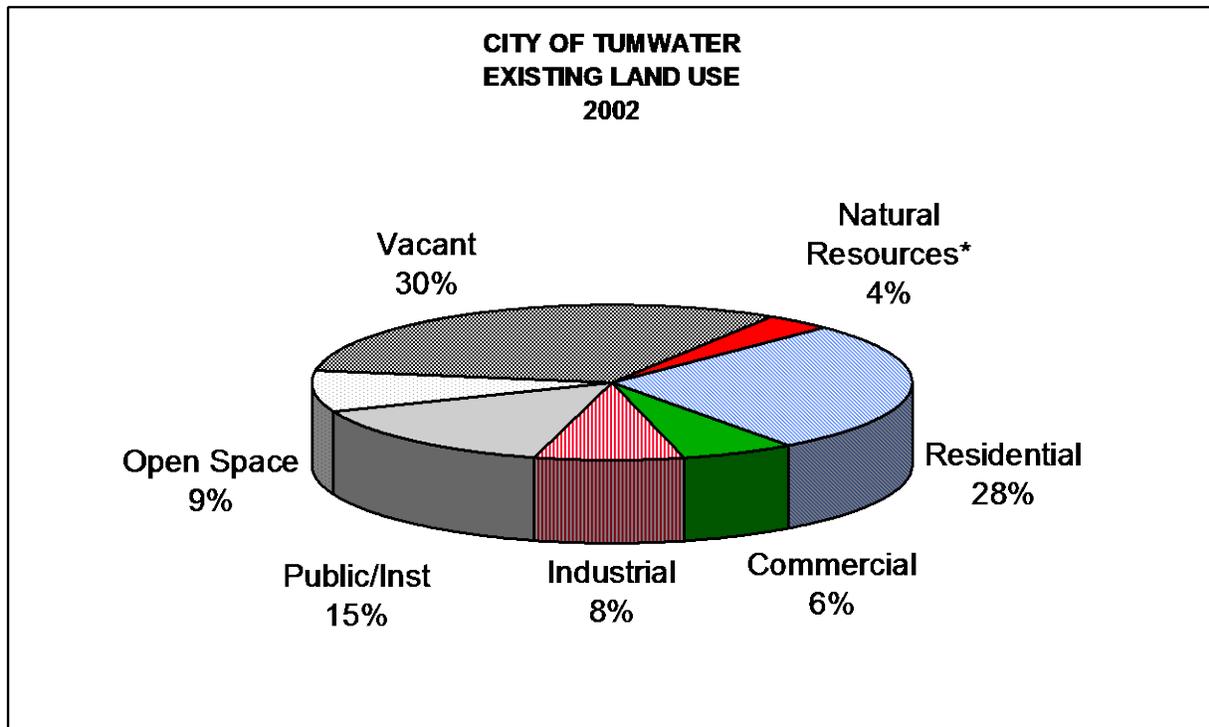


Figure 3

**Includes agriculture, forestry, and mining.*

Sources: (1)Thurston Regional Planning Council (TRPC) Buildable Lands Database--*Land Use by Planning Area*. (2) Year 2000 color aerial photos obtained from Thurston Geodata Center. (3) Airport layout map produced by Barnard Dunkelberg and Company for the Port of Olympia dated July 2002,

Note: Tumwater planning staff conducted a land use inventory of the properties owned by the Port of Olympia and incorporated the results into Figure 3. This additional analysis was necessary because the data obtained from TRPC classified all land owned by the Port of Olympia as Public/Institutional. Using the TRPC data resulted in 29% of the City of Tumwater being classified as Public/Institutional, up from 10% in 1993. The additional analysis of the Port owned property brought the amount of Public/Institutional land down to 15% of the entire City.

Figure 3 summarizes existing land use distribution in Tumwater. It is apparent from looking at the chart that vacant land at 30% comprises the largest percentage of acreage in Tumwater. Much of this area consists of vacant land near the Olympia Airport and along the Deschutes River. Remaining areas of vacant land are scattered widely throughout the City indicating that infill is possible. There are few large tracts of vacant land left within the city limits. Typically, the land that is most easily built upon is developed first in a city. It is possible that much of this vacant land is undesirable for development.

The second largest percentage of acreage is taken up by residential uses at 28%.

Residential use is the most predominant of the built land uses.

Public/Institutional comprises the third most predominant land use in Tumwater at 15%. The Olympia Regional Airport takes up the majority of this acreage followed by state facilities and public schools.

Open space is the fourth most predominant land use in Tumwater at 9%. Open space uses consists mostly of areas presently having a zoning designation such as Greenbelt or Open Space. The Tumwater Valley Municipal Golf Course, Pioneer Park, Barnes Lake, and Trosper Lake are currently zoned Open Space and Green Belt.

Industrial acreage is the fifth largest land use in Tumwater at 8%. A large portion of this acreage is taken up by the Port of Olympia New Market Industrial Park and the Mottman Industrial Park.

Commercial uses are the sixth most predominant land use in Tumwater at 6%. Much of the commercial uses in Tumwater are located along Capitol Boulevard between Custer and Trosper Road, and along Littlerock Road generally south of Trosper Road.

Natural Resources are the seventh most predominant land use in Tumwater at 4%. The bulk of this land use is made up of the Jones Quarry at the northwest corner of the City.

Table 1-1. Existing Land Use by Neighborhood (in Percentages).

	Commercial	Industrial	*Natural Resources	Open Space	Public Institutional	Residential	Vacant	TOTAL
Airport	3%	12%	1%	0%	35%	0%	49%	100%
Deschutes	7%	9%	0%	40%	6%	26%	12%	100%
Littlerock	5%	5%	0%	0%	10%	20%	60%	100%
Mottman Black Lake	6%	18%	19%	2%	2%	31%	22%	100%
SE Capitol Blvd	8%	4%	3%	1%	8%	54%	22%	100%
Trosper	7%	4%	7%	7%	6%	52%	17%	100%
Tumwater Hill	8%	2%	0%	5%	7%	43%	35%	100%
New Market	17%	3%	0%	0%	43%	15%	22%	100%

Table 1-2. Existing Land Uses by Neighborhood (in Acres).

Neighborhood	Commercial	Industrial	*Natural Resources	Open Space	Public Institutional	Residential	Vacant	TOTAL
Airport	36	166	15	0	508	0	713	1438
Deschutes	65	83	0	392	59	252	113	964
Littlerock	15	15	0	0	32	62	184	308
Mottman Black Lake	46	147	150	14	14	254	173	798
SE Capitol Blvd	38	19	13	5	39	271	110	495
Trosper	40	21	40	39	31	288	95	554
Tumwater Hill	75	14	0	47	59	380	312	887
New Market	51	8	0	0	127	46	66	298
TOTAL	366	473	218	497	869	1553	1766	5742

**Includes agriculture, forestry, and mining.*

Sources: (1)Thurston Regional Planning Council (TRPC) Buildable Lands Database--*Land Use by Planning Area*. (2) Year 2000 color aerial photos obtained from Thurston Geodata Center. (3) Airport layout map produced by Barnard Dunkelberg and Company for the Port of Olympia dated July 2002,

Note: Tumwater planning staff conducted a land use inventory of the properties owned by the Port of Olympia and the entire Town Center Neighborhood and incorporated the results into Figure 24. This additional analysis was necessary because the data obtained from TRPC classified all land owned by the Port of Olympia as Public/Institutional.

2. POLICIES/DESIGNATIONS/DEFINITIONS

2.1 Introduction

The Land Use Plan makes specific recommendations for areas within the nine neighborhoods within the City. Each neighborhood area chapter contains a map and text identifying specific land use designations for particular areas. The purpose of this chapter is to define each designation and to identify criteria for their use. These definitions and criteria should be used to understand the Land Use Plan maps and neighborhood text recommendations. Additionally, these definitions and criteria are also meant to be used in conjunction with Chapter 3, Goals/Policies/Objectives. At the end of this chapter are definitions of the innovative housing and land use methods discussed in the residential land use section of this chapter.

Figure 4 shows all of the land use designations that have been applied in the Tumwater Land Use Plan. These designations are meant to address all existing land uses and potential land uses that could occur in Tumwater. The number of designations has been kept to a minimum in the interest of simplicity.

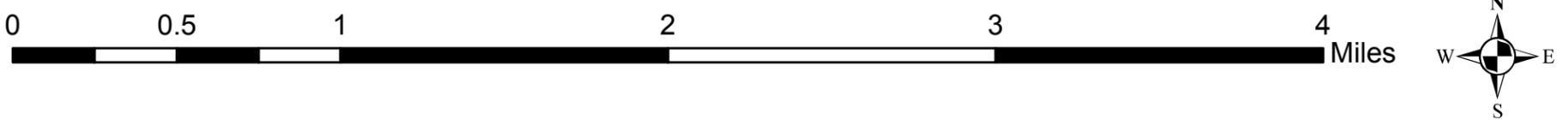
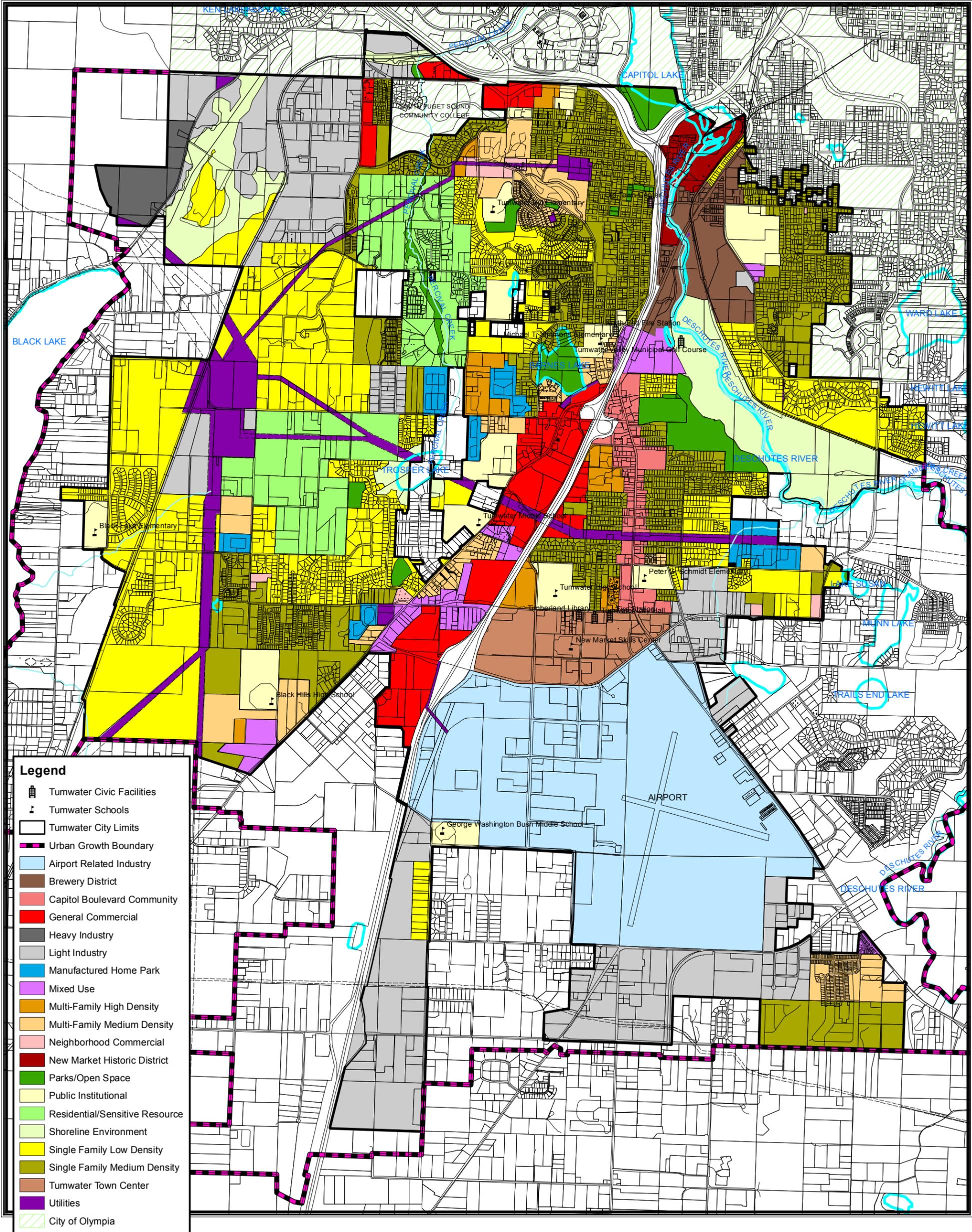
CITY OF TUMWATER LAND USE DESIGNATIONS	
Residential/Sensitive Resource (2-4 DU Acre)	Light Industrial
Single-Family Low Density (4-7 DU/Acre)	Airport Related Industrial
Single-Family Medium Density (6-9 DU/Acre)	Heavy Industrial
Multi-Family Medium Density (9-15 DU/Acre)	Utilities
Multi-Family High Density (14-29 DU/Acre)	Public/Institutional
Mixed Use	Parks/Open Space
Neighborhood Commercial	Shoreline Environment
New Market Historic District	Tumwater Town Center
General Commercial	Manufactured Home Park
Capitol Boulevard Community	Brewery District

Figure 4

2.1.1 City-Wide Land Use Map

The City-Wide Land Use Map represents the general future land use patterns that are desired for Tumwater within the 20 year planning period. This chapter, Chapter 3, Goals/Policies/Objectives, and the policies in each neighborhood chapter will

City of Tumwater City-Wide Land Use Map



DISCLAIMER: The City of Tumwater does not warrant, guarantee, or accept any liability for the accuracy, precision, or completeness of any information shown hereon or for any inferences made therefrom. Tumwater Community Development Department July 15, 2014

implement the land use patterns on the Land Use Map. The designations and policy recommendations for areas on the maps are based on a number of factors, including:

- The unique physical and social/economic characteristics in the area.
- The type of existing development.
- Existing zoning regulations.
- Ownership patterns.
- The condition of existing structures.
- Plans previously adopted by the City that affect land use in Tumwater. Examples include the Deschutes Special Area Management Plan and the Tumwater Economic Development Plan.

The City-Wide Land Use Map is meant to be used to evaluate individual land use proposals and is intended to be a guide for both public and private actions affecting the growth and development of Tumwater.

The City-Wide Land Use Map is **not** a zoning map. In many cases, more than one zoning district would be consistent with the policy recommendations of a particular land use designation.

It should be noted that density ranges for the residential land use designations are based on net density. Net density means the total number of dwelling units divided by the net area of the site or area. Net area typically excludes streets, streams, ponds and other water areas, and areas with environmental constraints such as flood plains, wetlands and steep slopes. Net density can also be defined as developable land. Gross density means the total number of dwelling units divided by the total land area of the site or area excluding nothing. The difference between gross and net density is critical. Roads and parking, both included in gross density, often require up to 20% of a site.

The City-Wide Land Use Map is intended to indicate the type of future development that is desired for neighborhood areas, while allowing flexibility for previously approved development. It is important to keep in mind that this plan addresses a twenty-year time period. The changes that result from the policy recommendations in this plan will likely take place slowly over time and will result in incremental changes. In other words, these policy recommendations will not result in drastic

changes overnight.

The following section of this chapter provides specific definitions for each land use and criteria for their use.

2.2 Residential Uses

The quality and integrity of Tumwater's residential neighborhoods defines the character of the community and makes it unique. Ensuring that these neighborhoods remain stable and vital is of primary importance. Residential designations in Tumwater should provide a broad range of housing choices to meet the needs of all people in the community.

Residential development in Tumwater should be developed with the following guidelines:

- Residential development should provide for a dynamic mix of housing types to accommodate the many diverse housing needs of the citizens of Tumwater.
- New residential development should provide open spaces. "Wall to wall" development is not acceptable.
- Ensure that housing is compatible in quality, design, and intensity with surrounding land uses, traffic patterns, public facilities and environmentally sensitive areas.
- Ensure that new residential development promotes a reasonable diversity in housing types.
- Support the stability of established residential neighborhoods.
- Support incentives for housing ownership in addition to rental housing.
- Enhance the appearance of and maintain public spaces in residential areas.
- Promote community involvement to achieve neighborhood improvement.

Some neighborhood-scale commercial uses are appropriate in residential areas to serve the needs of the local neighborhood. These uses may include neighborhood-scale retail uses, personal services, and small professional offices, including residences in conjunction with these businesses. These uses should be allowed in all residential zones except those designated Residential/Sensitive

Resource. These uses should only be allowed as conditional uses to ensure that the uses demonstrate compatibility with the existing neighborhood. Compatibility should be achieved through the use of buildings that are sized and designed to be residential in scale; small overall area devoted to neighborhood-scale commercial use; and design and layout which screens residential areas from excessive noise, lights, storage and parking areas. These uses should be oriented primarily to pedestrian and bicycle use; uses which would result in excessive automobile traffic should be discouraged (e.g., gas stations, drive-thru restaurants).

Most neighborhood-scale commercial areas serving a particular neighborhood will consist of one business. However, new neighborhood-scale commercial uses may be considered in areas where one or more such uses already exist. In those cases, additional businesses should be located adjacent to the existing business in small clusters to avoid the development of commercial strips or many small businesses strung out along transportation corridors.

Mobile and manufactured home parks which were legally established prior to adoption of this plan should have the "Manufactured Home Park" designation applied to them in order to ensure a sufficient supply of land for manufactured homes in parks.

In order to meet the goals of the Growth Management Act, the Land Use Plan, and the Housing Plan, several designations for residential land use in Tumwater have been developed. Each of these designations has specific criteria and characteristics related to development in each designation:

2.2.1 Residential/Sensitive Resource (2-4 DU/Acre)

The purpose of this designation is to recognize areas of unique open space character and sensitivity to environmental disturbance such as around stream corridors, lakes and wetlands within the city limits and Tumwater's growth area.

Residential/Sensitive Resource areas are intended to be used only for exceptional places within the City and its growth area. This designation should be applied to areas that are not protected by the State Shoreline Management Act and are not already built out. These areas are where intensive urban development would adversely affect ground or surface waters or environmental resource areas. In addition to being of a relatively low density, development in these areas should be clustered. Clustering means grouping or "clustering" development onto part of a property so that the remainder can be preserved as unbuilt open space. The intent of

clustering development in this area is to preserve open space along environmentally sensitive areas and provide a lot configuration that allows for the preservation of the specified amount of open space and also allows for future applied density to be achieved over the twenty year time period. In addition to clustering, other methods of preserving open space shall be strongly encouraged such as purchase or donation, easements or deed restrictions, covenants, land exchanges and transfer of development rights as a method of preserving open space and to guide development into less sensitive portions of the land. Densities in this designation should be 2-4 DU/Acre.

In order to protect groundwater resources from contamination by failing septic tanks and to ensure that urban services can be provided to certain areas in a cost efficient manner, a minimum density policy of 2 DU/Acre is recommended.

It is not the intent of this policy to prohibit construction on lots larger than those required for minimum density. What is important is that the property have the capacity to be developed at the minimum density in the future.

For example: If a property owner proposes to construct a house on a 5 acre lot and the minimum density is 2 dwelling units per acre ($\frac{1}{2}$ acre lots), they would not be prohibited from doing so. However, the house must be sited on the 5 acre lot such that other houses could be built on the site in the future if needed.

Soils and other natural systems should be capable of supporting densities of up to 4 dwelling units per acre with urban services without resulting in the degradation of sensitive areas such as stream corridors, lakes, and sensitive aquifers.

The full range of urban services should be available or be planned in the near future in accordance with the City's Capital Facilities Plan.

Construction activities in areas assigned this designation should only occur in the drier months of the year in order to protect Percival Creek from sedimentation and construction-associated runoff.

Density transfer in the Planned Unit Development overlay zoning district are not appropriate in this designation due to the extreme sensitivity of the area to environmental disturbance and to provide relative density continuity between different development sites within this density designation that may or may not qualify for the density transfer provisions.

Accessory units should be permitted in this designation within the permitted density

on sewerred lots except where the Health Department has approved septic systems. Accessory units will provide affordable housing and extra income for homeowners.

Where clustering is used, it should be applied in the following manner in areas with this designation:

- Clustering is recommended for development proposals in the Residential/Sensitive Resource designation.
- Open space preserved through clustering should be at least 30% of the gross area of the site. Of this 30%, at least half should be useable for passive recreational purposes. Passive recreational uses include activities such as hiking, bicycling, horseback riding, and fishing; and areas that provide access to shorelines and other recreational uses. (Tumwater Parks and Recreation Plan) If half (50%) of the 30% preserved for open space on a lot or development proposal is not useable for passive recreational purposes, then an additional amount of open space should be set aside to make the amount of area usable for passive recreational purposes equal to the amount of open space area that is not useable for passive recreational purposes.

Designated manufactured housing should be permitted on single lots in this designation, subject to design standards.

2.2.2 Single-Family Low Density (4-7 DU/Acre)

Design standards have not been recommended for this designation because development at this density generally has less visual impacts than higher densities.

The density of new development in the Single-Family Low Density designation should be averaged over the entire site in order to reach the maximum densities required to accommodate future population. It is not the intent of the City to require that lots be of a specific size but that densities be met as an average of the overall site.

Clustering should be considered in this residential designation to protect sensitive areas yet still accommodate residential development.

Designated manufactured housing should be permitted on single lots in this designation, subject to design standards.

Accessory units should be permitted in this designation within the permitted density on sewerred lots except where the Health Department has approved septic systems.

Accessory units will provide affordable housing and extra income for homeowners.

Duplexes should not be permitted in this designation due to density considerations and the lack of design standards.

However, duplexes which were legally established prior to adoption of this plan and that are located on lands designated Single-Family Residential Low Density should be treated as a permitted use in the implementing zoning, except where there is a cessation of the use for three or more years. Additional dwelling units should not be allowed to be added to existing duplex structures; however, enlargement of existing duplex units should be permitted within the limitations established by the implementing zoning.

2.2.3 Single Family Medium Density (6-9 DU/Acre)

The density of new development in the Single-Family Medium Density designation should be averaged over the entire site in order to reach the maximum densities required to accommodate future population. It is not the intent of the City to require that lots be of a specific size but that densities be met as an average of the overall site.

Design review should be applied in this designation for development that is of a greater intensity and scale than the existing and adjacent neighborhood in order to ensure neighborhood compatibility of new development.

It is envisioned that underlying zoning in this designation would permit innovative housing techniques such as attached single family, alley houses, z-lot and alternate width lot housing. In order for these techniques to be used, there must be mechanisms to ensure neighborhood compatibility and design quality. Some of the innovative techniques that could be used in this designation include small single family housing with alleys and zero lot line or Z-lot developments.

Clustering should be considered in this residential designation to protect sensitive areas yet still accommodate residential development.

Accessory units should be permitted within the permitted density in this designation to provide affordable housing and extra income for homeowners.

Duplexes should be permitted in this designation subject to design standards. Both Designated manufactured housing should be permitted on single lots in this designation, subject to design standards.

This residential designation should provide a mix of housing types in order to provide affordable housing and ensure neighborhood stability.

2.2.4 Multi-Family Medium Density (9-15 DU/Acre)

Design review should be applied in this designation for development that is of a greater intensity and scale than the existing and adjacent neighborhood in order to ensure that multi-family development is compatible with existing and surrounding neighborhoods.

The density of new development in the Multi-Family Medium Density designation should be averaged over the entire site in order to reach the maximum densities required to accommodate future population. It is not the intent of the City to require that lots be a specific size but that densities be met as an average of the overall site.

Detached single-family housing could be provided in the Multi-Family Medium Density designation as long as the overall site meets the density goals of the designation. The intent of this policy is to ensure diversity in housing types in these areas. This residential designation is meant to provide primarily for multi-family condominium and apartment types of structures.

Clustering should be considered in this residential designation to protect sensitive areas yet still accommodate residential development.

Accessory units should be permitted in this designation within the permitted density to provide affordable housing and extra income for homeowners.

Designated manufactured housing should be permitted on single lots in this designation, subject to design standards.

Manufactured home parks should be permitted in the Multi-Family Residential Medium Density designation subject to development at City standards and site plan review by the Hearing Examiner.

Additionally, Multi-Family Medium Density designated areas should be accompanied by open space, environmental protection for sensitive areas and mass transit linkage in order to make these higher densities viable and compatible with the community.

2.2.5 Multi-Family High Density (14-29 DU/Acre)

Design review should be applied to development in this designation to ensure that multi-family development is compatible with existing and surrounding neighborhoods. The Multi-Family High Density designation should be applied in areas that are planned-for major transportation corridors and areas adjacent to the city center. The density of new development in the Multi-Family High Density designation should be averaged over the entire site in order to reach the maximum densities required to accommodate future population. It is not the intent of the City to require that lots be of a specific size but that densities be met as an average of the overall site.

Clustering should be considered in this residential designation to protect sensitive areas yet still accommodate residential development.

Accessory units should be permitted in this designation only in areas of existing lower density single family development. Minimum density requirements would preclude accessory units within new development in this designation.

Multi-Family High Density designated areas should be accompanied by significant open spaces, environmental protection for sensitive areas and mass transit linkage in order to make these higher densities viable and compatible with the community.

2.2.6 Manufactured Home Park (6-9 DU/Acre)

The Manufactured Home Park (MHP) land use designation is intended to ensure consistency with RCW 36.70A.070(2)(c) which requires sufficient land be available for all types of housing including manufactured housing.

Manufactured home parks are permitted in this designation subject to City development standards and site plan review by the Hearing Examiner.

Designated manufactured housing should be permitted on pre-existing single lots of record in this designation, subject to design standards.

This residential designation should help to provide sufficient land for manufactured housing in manufactured home parks and ensure neighborhood stability.

Uses that are incompatible or inconsistent with the goal of protecting and preserving manufactured home parks should not be allowed.

Design review should be applied in this designation for development that is of a greater intensity and scale than the existing and adjacent neighborhood in order to

ensure neighborhood compatibility of new development.

Manufactured Home Park designated areas should be accompanied by open space and environmental protection for sensitive areas in order to make these areas compatible with the community.

Subdivision and platting of properties for residential purposes, including condominiums, should not be allowed.

Additionally, these areas should be located along or near mass transit linkages and close to urban services.

Figure 5 provides a summary of innovative land use techniques that are recommended to be used in each residential designation.

INNOVATIVE LAND USE MANAGEMENT TECHNIQUES FOR RESIDENTIAL DEVELOPMENT					
	Residential/Sensitive Resource 2-4 DU/Acre	Single-Family Low Density 4-7 DU/Acre	Single-Family Medium Density 6-9 DU/Acre	Multi-Family Medium Density 9-15 DU/Acre	Multi-Family High Density 14-29 DU/Acre
Design Review			x	x	x
Revised Development Standards	x	x	x	x	x
Minimum Average Density	x	x	x	x	x
Clustering	x	x	x	x	x
Manufactured Homes on single lots	x	x	x	x	

Figure 5

2.3 Mixed Use (Residential Minimum 14 DU/Acre)

It is the intent of the Mixed-Use designation that there be a mixture of commercial and residential uses in close proximity. Mixed use can include but is not limited to mixed use buildings with retail or office uses on the first floor and residential above.

The Mixed Use designation provides an opportunity to develop areas in Tumwater that are transit oriented and pedestrian friendly while still accommodating automobiles, support small businesses and consumers, and provide affordable housing and quality community design.

With architectural design and creative site planning, it is very possible to provide fine, livable dwelling units that are mixed in with commercial uses.

However, it is not enough to merely allow a mixing together of uses. Land use regulations and zoning need to be altered to encourage mixed use development. New models of mixed use development require a finer grain of mixture, to encourage walkability and vitality. Such development concepts as urban villages, pedestrian pockets and neo-traditional neighborhood design rely heavily on a mixture of uses to be successful.

Residential densities in the Mixed Use designation should be a minimum of 14 dwelling units per acre. It is expected that these densities will be difficult to reach in the near term. However, it is in the best interest of the citizens of Tumwater that the City move in the direction of reaching these goals by the end of the 20 year planning period.

Mixed use areas, when developed with design and development guidelines have characteristics that include:

- Transit orientation which lessens traffic impacts by providing ready access to mass transit and provides places to work and shop adjacent to living spaces, thus lessening the need to drive.
- The provision of affordable housing by providing more available building lots at a lower cost.
- A pedestrian friendly environment due to well designed streets, parks and public open spaces.
- The provision of a sense of community and place due to quality community design.

Areas designated Mixed Use should be developed with design and development guidelines that promote quality community design. Design and development guidelines can supplement zoning codes. They are typically concise, easy to understand, and illustrated with diagrams and drawings. They have proven very

effective in promoting well-designed mixed use development. Incompatible uses such as industrial, warehousing and distribution, chemical handling, and those uses which generate significant noise or are heavily truck dependent should not be permitted in mixed use areas.

Mixed-use areas should be dense and compact. The close proximity of employment, residential and commercial activities, and public uses will provide residents and workers a realistic and convenient choice of walking or cycling to work, home, or shopping, thus lessening dependence on the automobile.

Integral to the success of mixed-use areas will be good urban design. Urban design not only refers to the appearance and attractiveness of development, but also to its function. It is important that there be well-designed buildings to maintain compatibility with surrounding development, as well as site design that provides for pathways, open community spaces, and other connecting features that facilitate easy access between developments and inspire a sense of unity.

In order to ensure that mixed use development occurs where it is desired, the City should consider providing incentives for development

These could include:

- Development of detailed area master plans that address the following:
 - Location, type and size of land use
 - Targeted residential densities
 - Street improvements
 - Location and amounts of off-street parking
 - Public incentives for development in focus areas
 - Parks and open spaces
 - Phasing plan for capital improvements
- Master plans should use site plans, eye level and aerial perspectives, street sections, elevations, and text to illustrate key concepts.
- Development of a process for coordinating multiple property ownerships in order to provide development that is consistent and provide open space in large enough areas as to be useful.
- Parking standards could be reduced in recognition of the efficiencies of mixed use development.

- Develop creative funding mechanisms to finance capital improvements and housing such as local improvement districts, public/private partnerships, housing funds, targeted capital facility funds and impact fees.
- Identify focus areas within areas designated mixed use that:
 - Build on existing strengths and magnets, or create new ones.
 - Group new development to get maximum benefit from public and private improvements or investment.
 - Designate focus areas as a priority for street improvements and other capital facilities.
- If focus areas are identified within areas designated mixed use, the City could plan for the use and timing of public incentives in focus areas. Some incentives that could be considered include:
 - Prepare site plans for focus areas that specify uses, development patterns and improvements so that development can be expedited.
 - Identify, prioritize, and phase specific public street improvements in the Capital Facilities Plan.
 - Conduct environmental review for focus areas so issues are resolved and individual development permits can go forward more quickly.
 - Acquire parks and open space (if included)
 - Build transit improvements
 - Waive or share impact fees for low income residential development.
 - Market master plans for focus areas to the development community.

Experiences from other successful communities suggest that aggressive marketing of focus areas by jurisdictions is needed for areas to redevelop as envisioned. Help make the process smooth so that the maximum amount of funds can be used on the project and not the process. If the zoning and master plan process has been completed with interest group involvement many of the concerns about development in the area should have already been answered.

2.4 Neighborhood Commercial

Some non-residential uses, such as neighborhood-scale retail uses and personal services, are appropriate in residential areas when they serve the needs of the local neighborhood. The Neighborhood Commercial designation would allow neighborhood scale retail uses, personal services and professional offices in residential areas where local demand, community support and design solutions demonstrate compatibility with the neighborhood. These uses should be limited specifically to neighborhood retail zoning districts. Areas designated Neighborhood Commercial should be of a low intensity and minimally impact adjacent residential areas. Neighborhood Commercial areas should provide a buffer area between adjacent residential uses. This buffer should consist of landscaping and sound barriers. Uses that produce nuisances such as light and glare, and excessive noise and traffic should be discouraged. This buffer should also allow for bicycle and pedestrian access to encourage the use of adjacent services without requiring a car trip.

2.5 New Market Historic District

The Historic Commercial designation is applied in a limited area in Tumwater that includes the Tumwater Historical Park, the Tumwater Falls Park and the site of the Old Tumwater Brewhouse on the east side of the Deschutes River. The center point of this area is the Old Tumwater Brewhouse. The New Market Historic District Master Plan was adopted by the City Council in November of 1993. The plan, includes input from the public and experts in the field of historic area design, and elements or provisions addressing aesthetics, vegetation, fish and wildlife habitat, historic and prehistoric archeological significance, public access, environmental sensitivity, architecture and community design, traffic and public education. The plan is sufficiently detailed to determine whether specific proposed structures, uses and structural revisions are in accordance with the purposes and intent of the District.

All development that occurs in the area designated Historic Commercial is subject to the standards and recommendations of the Master Plan.

2.6 General Commercial

The intent of the General Commercial designation is to support and implement the goals of the Tumwater Economic Development Plan which was adopted in 1990.

Among these goals are the establishment of a new commercial center for the City of Tumwater, the preservation of areas for commercial facilities which make use of the close proximity to Interstate 5, and minimizing the undesirable impacts of such uses on the residential neighborhoods which they serve.

The General Commercial designation has been used primarily in areas that were previously zoned Commercial Development (CD) although other commercial areas not zoned CD also received the designation. The General Commercial (GC) zoning designation, that replaced the CD zoning designation in 1995, should be the basis for implementing zoning in areas that are designated General Commercial.

To ensure commercial development that is compatible with surrounding uses and the general character of the community, architectural and landscaping design and development guidelines should apply to commercial development.

Consideration could be given to allowing mixed use structures in this designation in order to promote development that provides affordable housing, has a transit orientation, is pedestrian friendly, has community open space and provides a sense of community due to quality design.

2.7 Capitol Boulevard Community

It is the intent of the Capitol Boulevard Community designation to provide for a broad spectrum of compatible, mutually supporting uses in close proximity. Over time, areas with this land use designation are envisioned to incrementally change from strip commercial development and other low-intensity or non-pedestrian oriented uses into a mixed use, pedestrian, auto and transit oriented corridor.

The Capitol Boulevard Community designation is intended to foster development that:

- Creates vibrant places and increases business activity, especially for pedestrian oriented businesses.
- Increases security.
- Promotes efficient use of facilities.
- Encourages a variety of businesses, especially those that appeal to pedestrians and/or serve the needs of the surrounding neighborhood.
- Balances all modes of transportation by increasing access for pedestrians, bicycles, and transit and by providing commercial services, recreation facilities and employment opportunities near to residences, thus lessening the need to drive.
- Provides affordable housing by reducing development costs and encouraging

- a greater variety of housing options.
- Creates a pedestrian and bicycle-friendly environment with well designed streets and public open spaces.
- Provides a sense of community and place with quality community design.

In order to implement the goals and objectives of this land use designation, matching zoning and special design guidelines need to be adopted as well. The Capitol Boulevard Corridor Plan should be referenced for more in depth guidance on this particular land use designation.

2.8 Brewery District

The intent of the Brewery District designation is to create a multi-modal activity center. Over time, areas with this land use designation will transform from a largely auto-oriented commercial node into a lively, walkable and economically vibrant neighborhood center with a mixture of housing and neighborhood-serving businesses in accordance with the Brewery District Plan, Economic and Strategic Plans and the Final Report for the Community Visioning Project for the Former Olympia Brewery.

The Brewery District designation is intended to foster development that:

- Creates a stronger sense of place by facilitating pedestrian access, establishing gathering places for residents and fostering a distinct District identity.
- Improves transportation options, safety and access within and across the District.
- Expands economic opportunity and activity.
- Improves the function and appearance of the built environment.
- Guides redevelopment of the former brewery site and integration into the surrounding neighborhood.

In order to implement the goals and objectives of this land use designation, matching zoning and special design guidelines will be adopted. The Brewery District Plan should be referenced for more in depth guidance on this particular land use designation.

2.9 Light Industrial

To augment the role of industry in Tumwater's future, it is necessary to provide a reasonable supply of land for a variety of uses consistent with the policies of the Tumwater Economic Development Plan. The Light Industrial designation provides for the location of a broad array of activities, including manufacturing, wholesale trade and distribution activities. The purpose of the Light Industrial designation is to provide lands for industrial development that will allow for attraction of new industries and expansion of existing ones while maintaining a high quality environment.

Industrial uses should be grouped on a variety of parcel sizes in order to provide coordinated development and sharing of facilities and services. Light industrial areas should also have controls to establish compatibility with surrounding non-

industrial development and to protect from nuisance-creating occurrences such as noise, dust, odor, vibration, and air and water pollution. Additionally, areas designated Light Industrial in Tumwater should follow the recommendations and regulations of the North Thurston Groundwater Protection Plan.

Light industrial areas need to be located within reasonable access to truck routes, rail, freeway and/or air routes. Similarly, public sewer, water and storm drainage should either be presently available or should be easily provided during the development process.

2.10 Airport Related Industrial

The Airport Related Industrial designation is meant to support aviation and industrial related uses at the Olympia Regional Airport and to reflect the unique land use activities of the Airport and associated areas. The Airport Related Industrial designation will support the land use activities permitted in the existing Airport Related Industry zone and discourage incompatible uses and heights.

2.11 Heavy Industrial

The Heavy Industrial designation recognizes the need for heavy industrial uses in certain areas of Tumwater in order to provide needed materials, goods, and services to ensure the economic vitality of the City and the region.

Heavy industrial uses include but are not limited to chemical processing, mining and mineral extraction. The Jones Rock Quarry is an example of heavy industrial use in Tumwater. Heavy industrial uses may have impacts that are difficult to control such as heavy truck traffic, noise, vibration, light, glare or odors. Heavy industrial areas should be separated from residential and commercial uses by such methods as vegetative or lighter intensity land use buffers and should also have controls to establish compatibility with surrounding non-industrial development and to protect from nuisance-creating occurrences such as noise, dust, odor, vibration, and air and water pollution. Additionally, areas designated Heavy Industrial in Tumwater should follow the recommendations and regulations of the North Thurston Groundwater Protection Plan.

2.12 Utilities

The Utilities designation includes those areas of land devoted to the transport and provision of utilities such as electricity, natural gas, telephone and other utilities. Most of the areas receiving this designation in Tumwater are electrical utility

easements. Utilities such as natural gas, telephone, and other utilities can be provided within areas designated for other land uses in ways that are compatible with other land uses. The Tumwater Utilities Plan should be referenced for specific recommendations and information on utility provision in Tumwater.

2.13 Public/Institutional

The Public/Institutional designation recognizes those parcels and facilities currently in or planned for public ownership where the primary function is to provide public services. The intent of this designation is to assure continuation and potential expansion of acreage, facilities and services at levels consistent with population requirements, and effected in a manner that is compatible with surrounding land uses. Public institutional uses include but are not limited to schools, fire stations, police stations, general government buildings, libraries and hospitals and cemeteries. Uses permitted within the Public/Institutional designation should be based upon the Community Services (CS) zone that was developed as a result of the 1990 Economic Development Plan.

2.14 Parks/Open Space

The Parks/Open Space designation is meant to support and implement the Tumwater Parks Plan. The Parks/Open Space designation accommodates public recreational pursuits, retains views and historical features or preserves land in essentially a natural and open state. It also provides for continuation of agricultural uses. A site may also provide for or contain support uses consistent with community needs, provided there is appropriate opportunity for public review and comment.

Areas that have been designated Parks/Open Space include developed active parks, privately operated parks, designated open space, flood plains, areas of steep slopes or other physical constraints, golf courses, delineated wetland areas and lakes not under shoreline jurisdiction and watershed areas.

Specific recommendations for many Parks/Open Space designated areas are contained in the Tumwater Parks and Recreation Plan.

2.15 Shoreline Environment

The purpose of the Shoreline Environment designation is to integrate existing shoreline plans such as the Shoreline Master Program for the Thurston Region and the Deschutes Special Area Management Plan into the Land Use Plan. Both of

these plans contain specific recommendations for areas of Tumwater under shoreline jurisdiction such as the Black Lake drainage ditch, the middle reach of Percival Creek, Trooper Lake and the Deschutes River. The Land Use Map delineates specific areas in the City based on these plans. However, the Land Use Map is not meant to be used as a source of definitive boundaries for these areas. Specific sections of plans affecting neighborhood areas are referenced within each individual neighborhood analysis.

2.16 Tumwater Town Center

This designation is intended to provide for a mix of public and privately-owned developments that will realize Tumwater's vision of a new city center. It is envisioned to include: State and local government facilities; private commercial developments of office, retail, and service businesses; residential; educational; civic services; support facilities/services (i.e. child care); and public assembly facilities and outdoor spaces.

The Tumwater Town Center is located within the City of Tumwater and is generally bordered by I-5, Tumwater Boulevard, Nicholas Street, and Israel Road.

Development within this designation should occur in a manner that is consistent with the goals and policies of this comprehensive plan. Detailed design elements (e.g., transportation routes, design guidelines, street standards) should be considered for inclusion in the City's development regulations for this area.

2.17 Innovative Housing and Land Use Methods - Definitions

The following provides detailed descriptions of the previously-mentioned innovative land use techniques. Some of these descriptions, such as design review and revision of Development Standards, also apply to non-residential designations.

The intent of encouraging innovative housing techniques in Tumwater is to ensure a diverse and dynamic mixture of housing types in the City. Present development patterns do not address all of the housing needs of the community. Most new residential development that takes place is either very small multi-family units or very large expensive single-family houses on large lots. In order to address this problem, new residential development in Tumwater should:

- Create a sense of place, of neighborhood and of community that builds on what is locally unique and enduring to replace the anonymity and

placelessness of urban and suburban sprawl.

- Provide a denser, richer and more equitable mixture of land uses, household types, building types and socioeconomic groups.
- Provide increased walkability and public transit to reduce dependence on the automobile wherever possible.
- Create more compact communities that are built so as to preserve open space and natural systems and habitats.

Design Review

The City is, for the most part, a designed environment. Design will influence the degree to which development is attractive and appealing, comfortable and safe, compact, efficient, encourages natural and social interaction, provides most needs within short distances, discourages environmentally disruptive influences, and is well connected with other areas. Greater awareness and appreciation of the value of design will continue, and the demand for development that demonstrates design excellence will increase. This trend and the trend to plan comprehensively will create new partnerships to achieve community goals. Public participation and interest in design will continue to increase with greater emphasis on design in City projects. With increasing density in some areas, design will become an important factor in providing stylistic compatibility and privacy.

Design and development guidelines can supplement zoning codes. They are typically concise, easy to understand and are illustrated with diagrams and drawings. Unlike zoning codes that can be prohibitive and exclusionary in their tone and language, design guidelines are illustrative and prescriptive.

They have proved very effective in promoting well designed, mixed use new and infill development.

The intent of design review in Tumwater is to create design and development guidelines that:

- Infill and strengthen existing neighborhoods.
- Create liveable neighborhoods.
- Create affordable housing.
- Create diversity in housing types and styles.
- In commercial and mixed use areas, address streetscape design as well

as building and site design.

Design guidelines establish a context for development and encourage resolution of technical planning and urban design issues such as pedestrian and traffic circulation, stormwater runoff, landscaping and buffering and building location and design.

Functions of Design Review through design and development guidelines:

- Establishes a community design context.
- Creates community planning and urban design policy.
- Assures conformance to city plans and policies.
- Expedites project approval.

A design review process could include elements such as:

- The appearance or image of a community
- Street layout and design
- Incorporating transit
- Natural and scenic resources
- Streetscape
 - Street character and liveliness
 - Pedestrian environment
 - Landscape design
 - Residence and street transition
- Site Planning
 - Neighborhood character
 - Adjacent properties
 - Siting
 - Natural elements
 - Transit facilitation
- Building Design
 - Architectural character
 - Character and massing
 - Architectural elements
 - Exterior finish materials
 - Parking garages
 - Mixed use buildings
 - Conversions and additions
 - Special needs housing

Design review is necessary in Tumwater to ensure that new development is compatible with existing neighborhoods; to provide guidelines for innovative land use management techniques; and to provide guidelines for special areas of the City.

Design and development guidelines were developed as a follow on implementing ordinance for the remaining areas of the City after consultation with affected groups including citizens, builders, and City staff. Design standards were developed through a process involving substantial public participation.

The goals and purpose of developing urban design guidelines in Tumwater are to encourage the development of visually sensitive developments; to encourage developments that will contribute to the stability and integrity of a safe and attractive neighborhood; to recognize that aesthetic considerations along with environmental review contribute toward an enhanced environment; and to recognize that aesthetic considerations are appropriate in order to protect property values of adjacent properties and to ensure that developments contribute to desirable neighborhood character.

If housing is proposed that is above the density permitted prior to the adoption of this plan, it should be subject to design standards.

Design standards for neighborhood commercial areas should address such issues as lighting, signage and buffering.

Design standards should ensure compatibility with the existing neighborhood above all else.

Maximum/Minimum Densities

Minimum densities should be applied to all areas of the City in order to promote more cost-efficient provision of City services, the provision of affordable housing and the encouragement of transportation modes other than the single occupancy vehicle. Proposed development at less than the minimum density permitted should not be allowed.

Clustering

Cluster development is characterized by small pockets of fairly intense development, surrounded by open space. Although the development is more compact, gross density does not increase. The advantages of cluster development are many: more efficient and less expensive provision of services; reduced

transportation costs; the protection of open space and sensitive areas; and lower land development costs. The main purpose of clustering in Tumwater would be to protect and preserve sensitive areas in accordance with the Tumwater Conservation Plan. Clustering is presently permitted in Tumwater as a result of the Tumwater Conservation Plan. It should be encouraged wherever it is necessary to protect sensitive areas in all residential designations. Examples of clustered building types include Z-lot developments, attached single-family or row houses, coach homes, stacked townhouses, and townhouse mews.

Modular/Manufactured Housing

In accordance with State law, manufactured homes should be allowed anywhere that site built single family homes are allowed.

It is the intent of this plan to promote the designation of a sufficient supply of land for traditional mobile/manufactured home parks and to recognize that modular/manufactured housing on single family lots and in manufactured home parks is a viable form of housing construction.

3. GOALS/POLICIES/OBJECTIVES

3.1 Introduction

Chapter 3 of the Land Use Plan specifies goals, policies and objectives meant to set forth a direction for the future growth of Tumwater based on its 20 year community vision. The goals, policies and objectives also serve to ensure coordination with separate Comprehensive Plan Elements, regional plans and County-Wide Policies. Additionally, they serve as an action plan for implementing certain recommendations within the Land Use Plan. The goals, policies and objectives should be looked at in conjunction with Chapter 2, Policies/Designations/Definitions. The two chapters are meant to work together as a whole.

3.2 Goals/Policies/Objectives

GOAL #1

Ensure that the Land Use Plan is implementable and coordinated with all applicable City plans and the plans of other jurisdictions in the Thurston region.

Policy Objective

- 1.1 Ensure that the Land Use Plan is consistent with adopted County-Wide Policies.
 - 1.1.1 Ensure that the nine County-Wide Policy elements in the County-Wide Policy Plan are implemented (Reference Appendix B).
- 1.2 Encourage the creation of a new city center that is compatible with the Land Use Plan.
- 1.3 Coordinate the Land Use Plan with the Port of Olympia Comprehensive Plan (2000).
- 1.4 Ensure consistency between the Land Use Plan and Tumwater Historic District Master Plan.
- 1.5 Coordinate the Land Use Plan with the Shoreline Master Plan for the Thurston Region.

- 1.5.1 Ensure that the adoption of the "Management Unit Regulations" chapter in Volume 2 of the Percival Creek Corridor Plan takes place through the revision of the City's Zoning.
- 1.5.2 Ensure that the Land Use Plan is consistent with the recommendations of the Deschutes Special Area Management Plan.
- 1.6 Coordinate the Land Use Plan with the City's Economic Development Plan.
 - 1.6.1 Implement the Goals and associated Policies and Objectives of the Economic Development Plan.
- 1.7 Ensure consistency between the Land Use Plan and the City of Tumwater Zoning Code.
 - 1.7.1 Implement the Land Use Plan by revising the Zoning Code and other municipal Codes to reflect the designations and boundaries outlined in the Land Use Plan.
- 1.8 Thurston County and Tumwater, in accordance with Section 36.70A.120 RCW, shall make capital budget decisions consistent with the comprehensive plan.

GOAL #2

Ensure that development takes place in an orderly and cost-efficient manner in order to best utilize available land and public services, preserve open space and reduce sprawl.

Policy

Objective

- 2.1 Encourage the highest intensity growth to locate within the City's corporate limits.
 - 2.1.1 Implement the Goals and associated Policies and Objectives of the Economic Development Plan. (1.6.1)

- 2.2 Reduce the inappropriate conversion of undeveloped land into sprawling low density development.
 - 2.2.1 Ensure that the nine County-Wide Policy elements in the County-Wide Policy Plan are implemented. (1.1.1)
- 2.3 Encourage innovative land use management techniques such as density bonuses, cluster housing, z-lots, planned unit developments, and transfer of development rights.
 - 2.3.1 Consider revision of the City's Development Standards to encourage innovative land use management techniques.
- 2.4 Ensure that new annexations adhere to the policies and objectives of the City's Annexation Policy.
- 2.5 Encourage the development of architectural and landscape design standards.
 - 2.5.1 Implement Goal Nos. 5 and 6 within the Economic Development Plan.

GOAL #3

Ensure that adequate public services, facilities and publicly-owned utilities are available to proposed and existing development.

Policy

Objective

- 3.1 Coordinate development with the City's six-year Capital Facilities Plan.
 - 3.1.1 Ensure that the Capital Facilities Plan can be implemented through the Land Use Plan's projected densities.
- 3.2 Ensure that development is in conformance with the Comprehensive Water Plan and Comprehensive Sanitary Sewer Plan.
- 3.3 All proposed development should be analyzed for anticipated impact on services, either as an element of site plan review, or as part of

environmental impact assessment.

3.4 Preference normally should be given to providing adequate public facilities to settled areas rather than extending new services to sparsely settled or undeveloped areas, and to serving incorporated land before serving unincorporated areas.

3.4.1 Ensure that the nine County Wide Policy elements in the County-Wide Policy Plan are implemented. (1.1.1)

3.5 Public agencies should work with developers to determine where and when new public facilities are to be placed to permit proper development of commercial and residential projects. This process should be directly related to the Capital Facilities Plan and site plan review in order to achieve concurrency.

3.5.1 Ensure that the nine County Wide Policy elements in the County-Wide Policy Plan are implemented. (1.1.1)

3.6 Residential and commercial development utilizing septic tanks for sewerage disposal, which have sanitary sewer laterals readily available, should be required to hook up to the sanitary sewer when the system fails, needs replacement, or requires major repairs.

3.7 Residences and businesses utilizing private wells for water systems which have City water service available shall be required to connect to it when the well fails, needs replacement, or requires major repairs.

GOAL #4

Encourage land use patterns that will increase the availability of affordable housing for all economic segments of the Tumwater population.

Policy

Objective

4.1 Coordinate the Land Use Plan with the Tumwater Housing Plan and fully implement the goals, policies and objectives of the Housing Plan.

4.2 Encourage innovative techniques for providing affordable housing that will result in an attractive product that will be an asset to the Tumwater community.

- 4.2.1 Consider revision of the City's Development Standards to encourage innovative land use management techniques. (2.3.1)
- 4.3 Manufactured housing should be allowed to site on individual lots within the City, as well as within mobile/manufactured home parks, to encourage affordable housing.
 - 4.3.1 Consider methods, including creating a new zone district and land use designation to provide sufficient land for manufactured housing in accordance with the Growth Management Act.
- 4.4 Implementing regulations should permit experimentation in newer forms of residential development where amenities of open space, privacy and visual quality can be maintained or improved, and flexible solutions to land use problems such as affordability can be achieved.
 - 4.4.1 Consider revision of the City's Development Standards to encourage innovative land use management techniques. (2.3.1)
- 4.5 Higher density residential uses should be encouraged in order to provide affordable housing. These uses should blend with the existing character of the community.

GOAL #5

Ensure that development patterns that will encourage efficient multi-modal transportation systems are coordinated with regional, City and County transportation plans.

Policy Objective

- 5.1 Ensure coordination with the Tumwater Transportation Plan.
- 5.2 Ensure coordination with the Thurston Regional Transportation Plan.
 - 5.2.1 Ensure that the nine County Wide Policy elements in the County-Wide Policy Plan are implemented. (1.1.1)

- 5.3 Ensure coordination with the Tumwater Parks and Recreation Plan.
- 5.4 Pedestrian and bicycle trail links with various parts of Tumwater and within the business area should be established.
 - 5.4.1 Ensure coordination of the Land Use Plan with the Tumwater Parks and Recreation Plan and the Tumwater Transportation Plan.
- 5.5 Provision of urban plazas and access to transit stops should be encouraged when new construction or major renovation is proposed. Incentives for providing such amenities should be sought.
 - 5.5.1 Consider revision of the City's Development Standards to encourage provision of these amenities. Consider development of a City wide design standards program.
- 5.6 The Land Use Plan should allow densities and mixes of uses that reduce the number and lengths of vehicle trips and increase the opportunity to use public transit and non-motorized modes of travel.
- 5.7 Reinforce the link between land use and public transportation by encouraging development to occur at urban residential densities along designated transit corridors, nodes and near commercial centers.
- 5.8 Ensure that proposed capacity improvements to the City's transportation systems are designed to serve proposals that are contiguous to existing development, as a means to discourage the occurrence of "leap frog" development patterns.
- 5.9 Provide development incentives (such as increased density, increased square footage, increased height) within designated urban growth boundaries for proposed land developments located adjacent to transportation corridors when amenities for transit users, bicyclists and pedestrians are included.
- 5.10 Encourage land development proposals to utilize the capacity of the existing transportation system, especially transit and non-motorized modes.

- 5.11 Encourage public and private development proposals to enhance the street side environment to maximize comfort for the transit user and the pedestrian.
- 5.12 Encourage subdivision and commercial/retail project design that facilitates cost-effective transit and emergency service delivery.
- 5.13 Discourage transportation improvements, regardless of their financing mechanisms, that would trigger premature development; that is, development which is inconsistent with applicable comprehensive plans and zoning.
- 5.14 Ensure that alternative transportation modes are included in comprehensive plans, subdivisions and other land developments.

GOAL #6

Reduce impacts from flooding; encourage efficient stormwater management; and ensure that the groundwater of Tumwater is protected and preserved.

<u>Policy</u>	<u>Objective</u>
6.1	Ensure that new development is in conformance with the requirements and standards of the North Thurston Groundwater Protection Plan.
6.2	Ensure that new development is in conformance with the requirements and standards of the Drainage Design and Erosion Control Manual for Tumwater.
6.3	Ensure coordination with the Percival Creek Comprehensive Drainage Basin Plan.
6.4	Ensure that new development is in conformance with aquifer protection standards of the City's Conservation Plan.

GOAL #7

Encourage the retention of open space, parks, trails and development of recreational opportunities within Tumwater.

<u>Policy</u>	<u>Objective</u>
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- 7.1 Ensure coordination with the Tumwater Parks and Recreation Plan.
- 7.2 Ensure coordination of the Land Use Plan with the open space retention and natural area preservation standards of the City's Conservation Plan.
- 7.3 Provide a variety of open spaces including landscaped buffers, small parks, plazas, and other community areas to balance higher density development and enhance the quality of living.
 - 7.3.1 To make certain that areas of developments dedicated to open space provide the functions intended, the City's Zoning Ordinance should specify the amount of area that must be dedicated for open space and require that it be in a configuration that is useful for the purpose desired.

GOAL #8

Ensure that physical limitations of the land are observed during the development process.

Policy Objective

- 8.1 Ensure that new development is in conformance with the standards and requirements for critical areas within the Tumwater Conservation Plan.
 - 8.1.1 Consider implementation of the State geological study and mapping program for the City. This study should address:
 - Geologic hazard areas
 - Erosion hazard areas
 - Landslide hazard areas
 - Seismic hazard areas
 - Volcanic hazard areas
- 8.2 The City should reserve the right to prohibit or set conditions on development based on anticipated adverse environmental impact.

- 8.3 Development within the Shoreline Management Jurisdiction shall adhere to the flood control policies, land use controls and regulations of the applicable environmental designation as described in the Thurston Region Shoreline Master Program and adopted by the City of Tumwater.
- 8.4 Ensure that new development is in conformance with the standards of the City's Protection of Trees and Vegetation Ordinance.

GOAL #9

Identify what conditions should be applied to development in residential areas.

<u>Policy</u>	<u>Objective</u>
9.1	Residential developments should be protected from excessive noise, odors, dirt, glare and other nuisances emanating from commercial and industrial uses.
9.2	The Zoning Ordinance should allow for multi-family residential development. Consideration should be given to encouraging this type of development near centers of community services.
	9.2.1 Consider revision of the City's Development Standards to encourage innovative land use management techniques. (2.3.1)
9.3	Design features of new residential areas should integrate the existing natural systems into the layout and siting of dwelling units. Trees and significant ecological systems, in so far as possible, should be preserved.
	9.3.1 Consider revision of the City's Development Standards to encourage innovative land use management techniques. (2.3.1)
9.4	Implementing regulations should permit experimentation in newer forms of residential development where amenities of open space, privacy and visual quality can be maintained or improved, and flexible solutions to land use problems can be achieved.

9.4.1 Consider revision of the City's Development Standards to encourage innovative land use management techniques. (2.3.1)

9.5 Private residential gated communities should not be permitted.

GOAL #10

Identify the City's policies and regulations pertaining to commercial and industrial areas and uses.

<u>Policy</u>	<u>Objective</u>
10.1	The Land Use Plan shall implement the goals, policies and objectives of the City's Economic Development Plan.
10.2	Developers shall be encouraged to concentrate non-residential land uses in integrated centers in order to insure convenient access and prevent strip development.
10.3	Commercial, industrial and manufacturing uses should be grouped into centers rather than dispersed throughout the City. These centers shall have a landscaped, urban park quality.
10.4	Future development of commercial, manufacturing and light industrial areas in Tumwater should rest on a comprehensive, integrated planning scheme incorporating performance standards regarding: <ol style="list-style-type: none">1. Green belts and buffering2. Landscaping3. Parking facilities4. Other items of site design as appropriate
10.5	Land use regulations should guide new industrial development into areas and patterns that minimize heavy trucking through residential and business areas.
10.6	Commercial and industrial structures, where practical, should be low profile and should provide landscaping including lawns, trees and shrubs.

- 10.7 Commercial and industrial land uses should be located close to arterial routes and freeway access and rail facilities.
- 10.8 Neighborhood commercial uses that supply nearby residents with everyday convenience shopping goods should be encouraged in the City to reduce traffic generation. Generally these uses should be very small, not generate excessive traffic, and be compatible with nearby residences.

GOAL #11

Ensure that new development is energy efficient.

<u>Policy</u>	<u>Objective</u>
11.1	Recognize the potential energy efficiencies associated with mixed use developments and centers.
11.2	Encourage building design, orientation and land use arrangements that take advantage of natural land forms, existing vegetation, and climatic features for the purpose of reducing energy demands for heating and cooling purposes.
11.3	Where appropriate, aggressively pursue conservation and/or system improvements as a potential means to defer the siting and development of new facilities.
11.4	Recognize the savings in energy usage for heating and cooling purposes associated with common wall construction.
11.5	Encourage existing and new development to use landscaping to take advantage of the sun's warming rays in winter and to provide shade in summer.
11.6	Recognize the potential energy savings through optimally using solar energy and orient development sites accordingly.
11.7	Consider the impact of new development and landscaping on the solar accessibility of adjoining lots and mitigate wherever feasible.
11.8	Encourage development and integration of new energy technologies in

the design of new development and redevelopment which result in energy and cost savings.

GOAL #12

Promote the preservation of sites of historical and cultural significance.

Policy

Objective

- 12.1 Ensure coordination of the land use element with the City of Tumwater and Thurston County historic preservation programs.
- 12.2 Make land use decisions that protect designated state and national landmarks listed by the State office of Archaeology and Historic Preservation.

GOAL #13

Protect Olympia Regional Airport from incompatible land uses and activities that could impact present and future use of airport facilities and operations. Regulations and/or criteria should reflect the urban environment adjacent to the airport.

Policy

Objective

- 13.1 Promote the safe operation of Olympia Regional Airport by encouraging compatible land uses and activities, and discouraging uses or activities that will impede safe flight operations or endanger the lives of people on the ground.
- 13.2 Coordinate the protection of Olympia Regional Airport with Thurston County by developing consistent implementing regulations.

3.3 Implementation Policies

Successful implementation of the concepts, goals, and policies of the Land Use Plan will require changes in regulations, procedures, programs, capital investments, and other activities.

The Land Use Plan includes strategies that identify actions to achieve stated goals and policies. The following strategies are proposed to implement the objectives of

Land Use Plan:

- Change zoning designations, as may be appropriate, in certain areas of the City to be consistent with the overall City Land Use Map, the individual Neighborhood maps, and policies.
- Develop or modify existing zoning and land use regulations to achieve mixed use areas, allow clustering and the use of innovative housing techniques, and address infill.
- Protect the Olympia Regional Airport from incompatible uses by applying the development standards of the Airport Overlay Zone, Chapter 18.32 of the zoning code. The Airport Overlay Zone addresses three primary issues further described below: height hazards, compatible land uses and Airport Overlay Zone disclosure statements. Any changes to this chapter, as may be appropriate, should be made after consideration of the Washington State Department of Transportation Aviation Division Publication “Airports and Compatible Land Use, Volume 1”, and other best available technical information to the extent practical within an urban area.

Height Hazards. Prohibit structures and trees from penetrating airspace surfaces as defined by Title 14 of the Code of Federal Regulations Part 77, except as necessary and incidental to airport operations.

Land Use Types and Intensities. Permit appropriate land uses that are compatible with airport and aviation uses. Encourage contiguous open space areas within the Airport Overlay Zone that provide functional open space needs for aircraft in cases of an emergency. Open space areas should be large and contiguous to other open space areas.

Disclosure Statement. Require a disclosure statement to be recorded with the Thurston County Auditor for subdivisions, short subdivisions, binding site plans and building permits located within the Airport Overlay Zone. The disclosure statement should state that the property is located within the Airport Overlay Zone in which a variety of aviation activities occur. Such activities may include but are not limited to noise, vibration, chemicals, odors, hours of operation and other associated activities.

- Develop urban design plans and development standards to address compatibility of new development, preserve neighborhood character, and create pedestrian-oriented transit supportive development.
- Through the Joint Planning process and the County-Wide Planning Policies for Thurston County, direct the timing and location of development with the provision of adequate facilities and services within Tumwater's Urban Growth Area.
- Invest in public improvements to facilitate and complement private development including streetscape improvements, public open spaces, and other amenities.
- Review and modify, as necessary, existing plans to ensure consistency with the Land Use Plan.
- Continue public involvement in the planning process so that the decisions made regarding the growth and development of the City are reflective of general community goals and sensitive to the special interests of affected parties.
- Modify the land use regulatory review, permitting and approval system for consistency with the Growth Management Act and adopted plans, to ensure predictability, and to allow for the processing of development permits in a timely and fair manner.

4. LAND SUPPLY ANALYSIS

4.1 Introduction

The purpose of the urban area land supply analysis is to determine how much residential, commercial and industrial land Tumwater will need to have in order to accommodate at least 20 years of projected growth.

Under the Growth Management Act, counties planning under the GMA are given a 20-year population forecast by the State Office of Financial Management (OFM). These population estimates are used by the counties and the cities within them to designate their urban growth areas. Thurston County and all of the cities and towns within it must accommodate at least the population forecast by OFM.

County-Wide Policy X (Ten.) addresses population distribution in Tumwater:

Process to determine and assure sufficiency of urban growth areas to permit projected urban population.

- 1. The State Office of Financial Management growth management planning population projection for Thurston County will be used as a minimum amount of population to be accommodated for the coming 20 years.*
- 2. Within the overall framework of the OFM population projection for the County and by August 1, 1992, Thurston Regional Planning Council will develop smaller area population projections based on current adopted plans, zoning and environmental regulations and buildout trends.*
- 3. The Urban Growth Management Subcommittee of Thurston Regional Planning Council will review the Thurston Regional Planning Council's smaller area population projections to assure that the minimum 20-year population is accommodated County-wide, and that urban growth areas are of sufficient area and densities to permit the projected urban population.*

Explanatory Comment: *If the smaller area projections under No. 2, above, indicate, for example, that based on existing planning/zoning and buildout trends that one or all urban growth areas would be full before 20 years, the County and cities will be in a position through the review that would take place under provision No. 3, above, to identify needed actions, such as enlarging growth boundaries encouraging more compact development inside growth areas, mechanisms to cut the amount of population coming into the County, etc.*

[County-Wide Policy X]

Figure 6 shows a forecast of population growth for Tumwater and its Urban Growth Boundary. This forecast was developed by the Thurston Regional Planning Council and is based upon a hybrid economic and demographic model.

Thurston Regional Planning Council has utilized two growth scenarios in their forecast: current trends and full density. The current trends forecast assumes that growth will occur as it does presently with existing zoning and development regulations. The full density forecast assumes that development will occur in a more compact manner than presently occurs and that more growth will be accommodated in the City and its Urban Growth Area. Given the goals and mandates of the Growth Management Act and the policies and land use designations used in the Land Use Plan and the Housing Plan, the full density population forecast has been used.

Bear in mind that the Land Use Plan only addresses areas that are presently within the Tumwater city limits. Planning in the Urban Growth Area will occur through the Joint Planning process.

TUMWATER AND URBAN GROWTH AREA 20 YEAR POPULATION FORECAST				
	2002* Population	2022** Population	Population Increase	% Increase (2002-2022)
Tumwater	12,730	18,562	5,832	46%
Urban Growth Area	7,552	16,358	8,806	116%
Combined areas	20,282	34,920	14,638	72%

Figure 6

* Source: Office of Financial Management, Forecasting Division—*April 1 Population of Cities, Towns, and Counties Used for Allocation of Selected State Revenues, State of Washington, Corrected 10/3/02*

** Source: The Profile, October 2002, Thurston Regional Planning Council, and the Population and Employment Forecast for Thurston County Final Report, 1999.

The data in Figure 6 indicates that the total population forecast for Tumwater's present city limits will be 18,562 persons. Presently, in 2002, the population within Tumwater's city limits is 12,730. It can be seen that an additional population of 5,832 must be accommodated within the city limits within the 20 year planning period.

To provide for this anticipated growth, it is necessary to have a thorough understanding of what kind of land is realistically developable, available and suitable for growth within Tumwater.

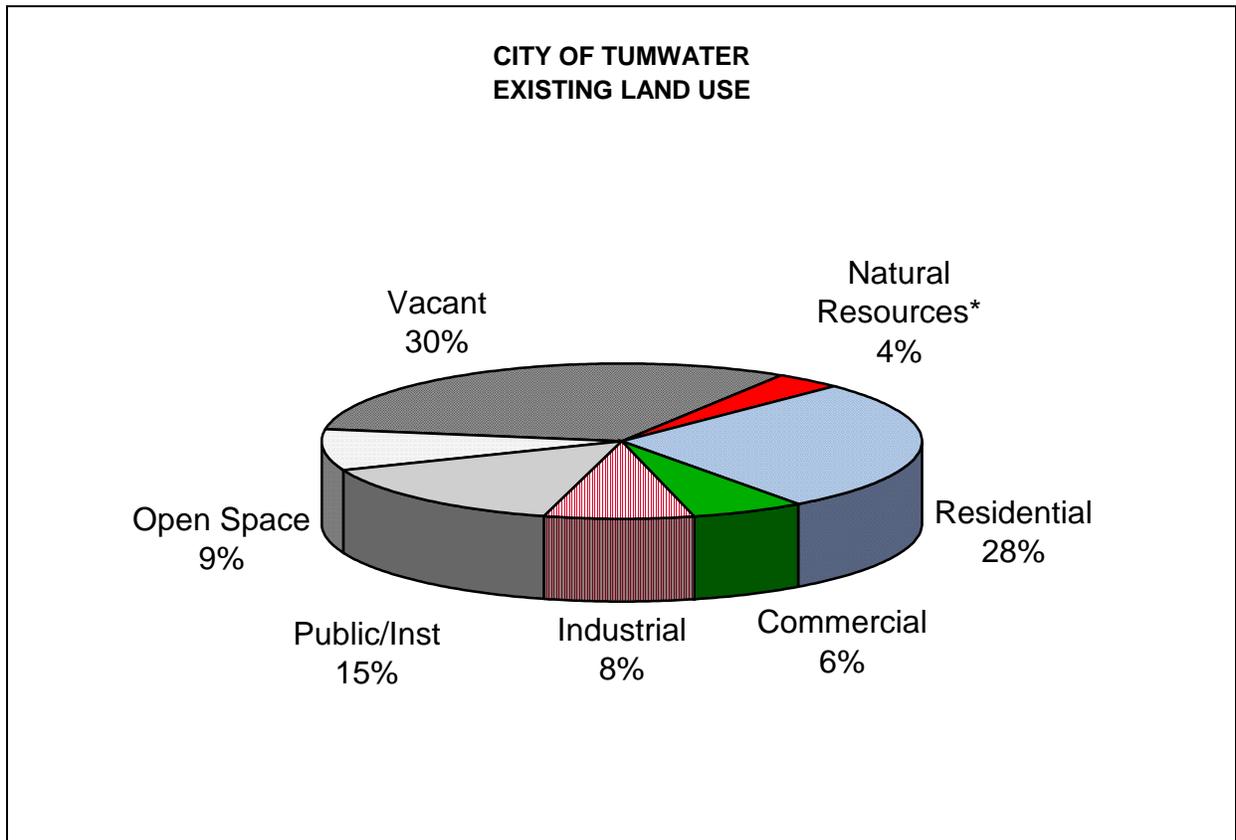


Figure 7

**Includes agriculture, forestry, and mining.*

Sources: (1)Thurston Regional Planning Council (TRPC) Buildable Lands Database--*Land Use by Planning Area*. (2) Year 2000 color aerial photos obtained from Thurston Geodata Center. (3) Airport layout map produced by Barnard Dunkelberg and Company for the Port of Olympia dated July 2002,

Note: Tumwater planning staff conducted a land use inventory of the properties owned by the Port of Olympia and incorporated the results into Figure 7. This additional analysis was necessary because the data obtained from TRPC classified all land owned by the Port of Olympia as Public/Institutional. Using the TRPC data resulted in 29% of the City of Tumwater being classified as Public/Institutional, up from 10% in 1993. The additional analysis of the Port owned property brought the amount of Public/Institutional land down to 15% of the entire City.

The first step in performing an urban area land supply analysis is to determine what land uses are in the City through a land use inventory and land use database. As indicated in Chapter 1, this has been completed for Tumwater by the Thurston Regional Planning Council through the Buildable Lands Program.

Figure 7 illustrates the current land use distribution in Tumwater. As the chart indicates, 28% of land uses in Tumwater are currently residential, 6% are commercial, and 8% are industrial. The remaining uses are vacant (30%), public/institutional (15%), natural resources (4%), and open space (9%). The amount of public/institutional and open space land uses have increased since this plan was originally developed. This is mainly due to an annexation of airport land to the south (Ord. 02001-024) and Tumwater's acquisition of the Tumwater Valley Golf Course and other lands for parks.

4.2 Partially Used/Under Utilized Land Supply Analysis

It is particularly difficult to determine build out of partially used and under-utilized land due to several factors such as current economic conditions, property owners holding property from the market for an anticipated increase in value, businesses retaining property for future expansion and residential property owners holding property in order to retain privacy around an existing unit. Thurston Regional Planning Council has incorporated these factors into their buildable lands estimates for 2002.

4.3 Residential Vacant Land Supply Analysis

It is important to know that not all of the vacant land in Tumwater is available for development. Land might not be available for development for some or all of the following reasons:

1. The land is undevelopable due to environmental constraints such as geological hazards and wetlands. These constraints are clarified in the City of Tumwater's Conservation Plan. Previously, a factor of 20% was used to estimate the amount of this type of undevelopable land. However, due to new data and mapping systems almost all of the environmental constraints have been mapped and can be calculated at an acceptable accuracy level. Thurston Regional Planning Council has done this task and incorporated it into the 2002 Buildable Lands Report. (Buildable Lands Technical Documentation, Table 12)

Note: Thurston Regional Planning Council did not use steep slope data in determining the 2002 buildable lands data for Tumwater due to an unacceptable level of accuracy when applied to a parcel based city-wide map of Tumwater. (Buildable Lands Technical Documentation, p.34 and Table 11)

2. A certain amount of vacant land is needed for roads and rights-of-ways. Thurston Regional Planning Council has calculated that 17% of the vacant developable land will be needed for future roads and rights-of-way.

3. A certain amount of vacant land will be developed into uses other than residential. These uses include churches, parks, schools, and daycares; all of which are currently allowed within residential zones. Thurston Regional Planning Council estimates that these uses will consume varying amounts of land within different residential zones. The amounts are as follows: Multi-Family High Density is 0%, Multi-Family Medium Density is 2.5%, Single Family Medium Density is 7.5%, Single Family Low Density is 7.5%, Residential/Sensitive Resource is 7.5%, and Mixed Use is 0%. (Buildable Lands Technical Documentation, Table 21)

Thurston Regional Planning Council has determined that 25% of the vacant developable land which is being held out of the marketplace for investment, future expansion, or personal use will be available for development every five years. It is assumed that all of this type of land will be available for development at one time or another during the 20-year planning period.

As a general rule, land with the fewest site constraints develops first because it is less expensive and more convenient to develop. Remaining vacant land may have more site constraints and be more difficult to develop.

When the preceding factors are taken into consideration, there may be less land available for development than is initially apparent. This is shown in Table 4-1.

Table 4-1. Net Buildable Residential Land in Acres.

Zone	Total Land Area	Developed Land	Undevelopable Land	Future Roads	Other Uses*	Net Buildable Land
R/SR	249	50	25	30	11	133
SFL	1015	538	66	65	24	295
SFM	964	677	36	40	14	179
MFM	195	127	4	10	1	50
MFH	142	78	4	10	0	51
MU	235	101	19	2	0	9**
Total	2800	1571	154	157	50	717

R/SR Residential/Sensitive Resource
SFL Single Family Low Density
SFM Single Family Medium Density
MFM Multi-Family Medium Density
MFH Multi-Family High Density
MU Mixed Use

Source: Thurston Regional Planning Council.

*Thurston Regional Planning Council (TRPC) estimates that churches, parks, and schools will consume varying amounts of land within different residential zones. The amounts are as follows: MFH is 0%, MFM is 2.5%, SFM is 7.5%, SFL is 7.5%, R/SR is 7.5%, and MU at 0%.

**TRPC estimates that in Tumwater only 10% of land zoned for Mixed Use will develop as residential. This translates to 11 acres of Mixed Use residential development from which 2 acres were subtracted to account for future roads for a net total of 9 acres of buildable residential land in the Mixed Use zone. Source: TRPC 2002 Buildable Lands Technical Documentation—Table 20.

Table 4-1 shows the net buildable residential land within Tumwater. The table first starts with the gross land acreage of each residential zone. Then land is subtracted for the following reasons: the land has already been developed, critical areas and other hazards exist on the site which preclude development, part of the land will be used for future roads and right-of-ways, and some of the land will be used for non-residential purposes. The net buildable land totals for each zoning district were used in Table 4-2 and Figure 11 to determine how many dwelling units could possibly be built in Tumwater.

It should be noted that density ranges for the residential land use designations are based on net density. Net density means the total number of dwelling units divided by the net area of the site or area. Net area typically excludes streets, streams, ponds and other water areas, and areas with environmental constraints such as flood plains, wetlands and steep slopes. Net density can also be defined as developable land. Gross density means the total number of dwelling units divided by the total land area of the site or area excluding nothing. The difference between gross and net density is critical. Roads and parking, both included in gross density, often require up to 20% of a site.

Figure 8 indicates the present net density of built-out residential uses in Tumwater by neighborhood planning area. The average net density for residential uses City-wide is 4.04 dwelling units per acre. This is an increase from the 3.80 dwellings per acre in 1993.

City of Tumwater Existing Residential Densities			
Planning Area	Total Dwellings on Residential Land	Total Residential Developed Land (acres)	Net Residential Density
Airport	0	0	N/A
Deschutes	901	247	3.6
Littlerock	146	59	2.5
Mottman-Black Lake	36	170	0.2
Southeast Capital Blvd.	1,320	263	5.0
Trosper	904	286	3.2
Tumwater Hill	2,124	377	5.6
New Market	432	49	8.8
Total	5,863	1,452	4.04

Figure 8

Source: Thurston Regional Planning Council--Data Request Program (*Tumwater Land Use Densities - Residential and Commercial/Industrial Land by Planning Area*)

4.4 Commercial/Industrial Vacant Land Supply Analysis

Table 4-2. Net Buildable Commercial Land in Acres.

Zone	Total Land Area	Developed Land	Undevelopable Land	Net Buildable Land
GC	408	227	4	147
NC	24	5	0	16
HC	74	45	21	7
CS	43	43	0	0*
TC	182	120	0	62*
MU	235	101	19	86**
Total	966	541	44	318

GC General Commercial

NC Neighborhood Commercial

HC Historic Commercial

CS Community Services

TC Town Center

MU Mixed Use

Source: Thurston Regional Planning Council (TRPC).

*Tumwater staff conducted a land use survey of the Tumwater Town Center and the remaining Community Services zoning districts to produce the results in Table 4-2. By the time the Town Center zoning district was established in mid 2002, it was too late for TRPC to incorporate the new zoning into the buildable lands report for 2002.

**TRPC estimates that in Tumwater 90% of land zoned for Mixed Use will develop with a commercial use. The other 10% will develop as residential. Source: TRPC 2002 Buildable Lands Technical Documentation—Table 20.

Table 4-3. Net Buildable Industrial Land in Acres.

Zone	Total Land Area	Developed Land	Undevelopable Land	Net Buildable Land
LI	587	309	46	232
ARI	1406	843	20	543
HI	81	5	0	76
Total	2074	1157	66	851

LI Light Industrial

ARI Airport Related Industrial

HI Heavy Industrial

Source: Thurston Regional Planning Council.

The net buildable land area in Tables 4-2 and 4-3 indicate that approximately one-third of the lands zoned for commercial and/or industrial are currently available for development. Unlike the net buildable lands shown for residential zoning, the commercial and industrial lands did not have 17% of the buildable land subtracted for future roads. The standard assumption that 17% of a residential site will be used for roads does not hold true for commercial or industrial properties.

The Tumwater Economic Development Plan, adopted in 1990, makes specific recommendations for future commercial and industrial development within Tumwater. These recommendations taken into account as analysis and recommendations for each neighborhood within the City were completed.

4.5 Analysis of Population Accommodation

In order to determine whether or not the City has the capacity to accommodate the projected population, an analysis of all of the proposed residential land use designations was performed. The Mixed Use designation has been included in these calculations to reflect the potential of this designation to accommodate residential development. Thurston Regional Planning Council estimates that in Tumwater only 10% of land zoned for Mixed Use will develop as residential. TRPC also estimates that this 10% will develop at the minimum density of 14 dwelling units

per acre (Source: TRPC 2002 Buildable Lands Report—Table 20.)

Starting with the Thurston Regional Planning Council buildable lands data, the following assumptions were used for the population accommodation/land supply calculations:

17% of land area will consist of right-of-way and utilities. (Thurston Regional Planning Council)

- Churches, parks, and schools will consume varying amounts of land within different residential zones. (Thurston Regional Planning Council--Buildable Land Report 2002, Technical Documentation, Table 21)
- Critical areas and developed land were removed from the buildable lands data by Thurston Regional Planning Council. (Thurston Regional Planning Council)--Buildable Land Report 2002, Technical Documentation, Table 12)
- The average number of persons per household in Tumwater will remain at 2.20 for the twenty year planning period. (Thurston Regional Planning Council—The Profile October 2002, Table II-9)
- 10% of the Mixed Use areas will develop with residential uses and these will have a density of 14 dwelling units per acre. (Thurston Regional Planning Council--Buildable Land Report 2002, Technical Documentation, Table 20)
- Development will occur with a minimum density policy. (Tumwater Land Use Plan)

Thurston Regional Planning Council has calculated the average household size in Tumwater to be 2.2 persons. Based on the projected population increase of 5,832 people and the average household size of 2.2 persons it can be assumed that there will be a need for 2,651 new residential units in Tumwater in the 20-year planning period.

Table 4-4. Total Dwelling Units Possible at Maximum and Minimum Density Buildout

Zone	Density Range Dwelling Units/Acre	Net Buildable Acres	Dwellings at Minimum Density Buildout	Dwellings at Maximum Density Buildout
R/SR	2-4	133	266	532
SFL	4-7	295	1180	2065
SFM	6-9	179	1074	1611
MFH	9-15	50	450	750
MFH	14-29	51	714	1479

MU	14	9	126	126
Total	N/A	723	3810	6563

R/SR Residential/Sensitive Resource
SFL Single Family Low Density
SFM Single Family Medium Density
MFM Multi-Family Medium Density
MFH Multi-Family High Density
MU Mixed Use

Table 4-4 shows the total number of dwelling units possible at both minimum density buildout and at maximum density buildout. If all of the net buildable residential land was built out at the minimum density, there would be 3,810 new dwelling units. If buildout occurred at the maximum density permitted there would be 6,563 new dwelling units. Both of these scenarios would provide more than the minimum amount of dwelling units needed to accommodate the projected population of Tumwater during the 20-year planning period.

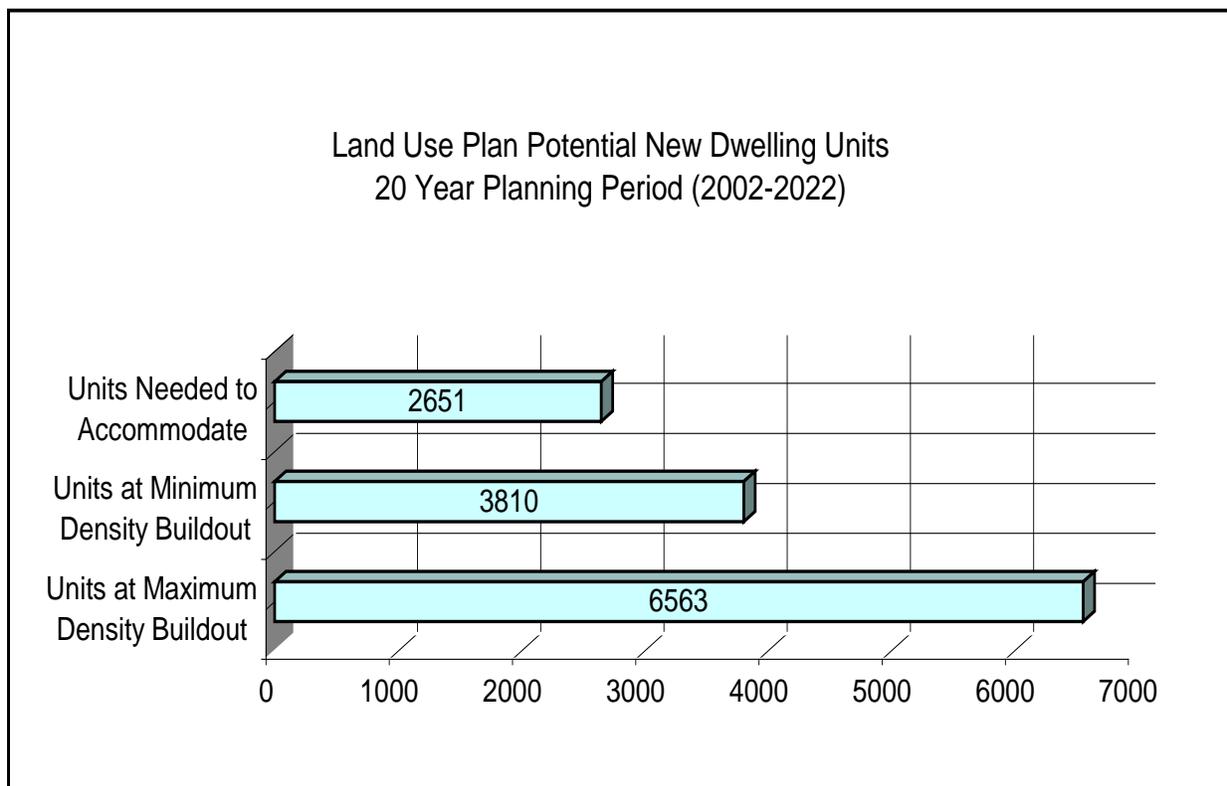


Figure 11

Figure 11 shows the results of the calculations graphically. The first bar of the graph

shows the number of residential units needed to accommodate projected population growth. The second and third bars of the graph indicate the potential new units that could be constructed. The minimum and maximum density bars are based on the density ranges of each residential land use designation and the Mixed Use designation.

What the graph shows is that the City can accommodate the projected population growth. Even if all development occurs at the minimum density, accommodation of all the projected population will be possible. However, it is not expected that the majority of development will occur at minimum densities. As population increases in the Thurston County area and housing costs become increasingly more expensive due to land and construction costs, it is likely that a larger market for higher density development will occur.

Each land use designation intended for residential uses will utilize a minimum density policy. A minimum density policy would require development to be configured so that infill may occur in the future and would ensure that valuable urban land is not developed at extremely low densities. The minimum density policy is one of the main tools to accommodate future population in the Land Use Plan.

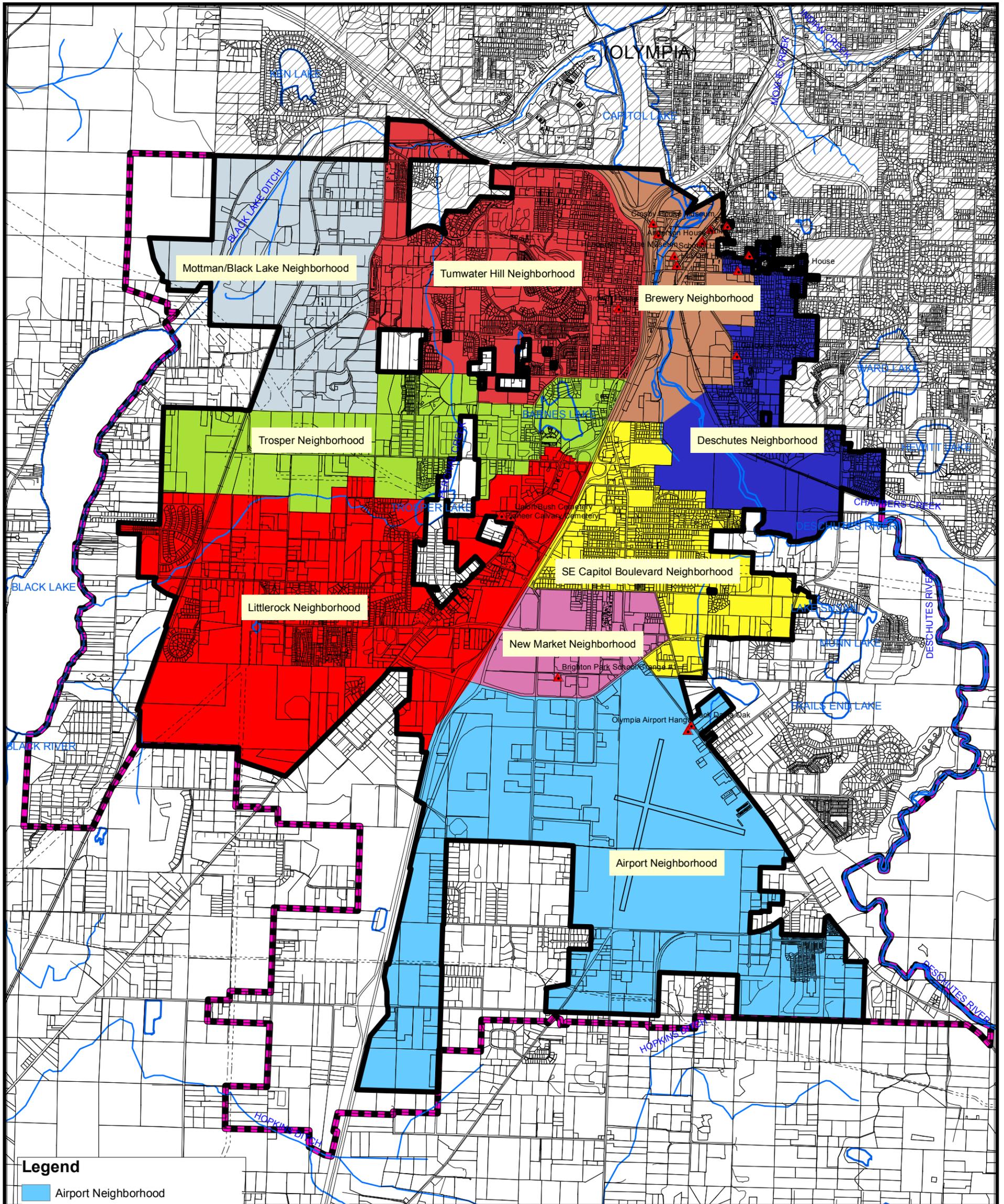
There are many variables that must be taken into account when determining the holding capacity of vacant land. For example, certain amounts of a developable parcel of land will be used for rights-of-way, utilities, and areas not buildable because of environmental constraints. Additionally, maximum buildout is unlikely to occur due to market conditions. The Shoreline Designation in the Deschutes River Special Area Management Plan in the Upper Reach permits residential uses in certain areas no greater than 4 units per acre with not more than 30% impervious surface coverage. These areas are quite limited in the Deschutes River Special Area Management Plan.

The Land Use Plan should be reviewed annually and new development should be tracked to determine if the City will meet its population accommodation goals for the 20 year time period. Population forecasts can be very inaccurate especially for a time period as long as 20 years. The calculations should be adjusted as regional population projections change.

4.6 Recently Annexed Areas

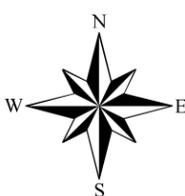
The Tumwater/Thurston County Joint Plan should be referenced for land use guidance for areas that have been annexed to Tumwater but are not yet described in the Land Use Plan.

CITY OF TUMWATER NEIGHBORHOODS



Legend

- Airport Neighborhood
- Brewery Neighborhood
- Deschutes Neighborhood
- Littlerock Neighborhood
- Mottman/Black Lake Neighborhood
- New Market Neighborhood
- SE Capitol Boulevard Neighborhood
- Trosper Neighborhood
- Tumwater Hill Neighborhood
- TUMWATER CITY LIMITS
- URBAN GROWTH BOUNDARY
- Historic Register Sites
- POWER LINES AND PIPELINES
- OLYMPIA



TUMWATER COMMUNITY DEVELOPMENT DEPARTMENT
 July 15, 2014
 Neighborhoods Map 11X17.mxd

DISCLAIMER: The City of Tumwater does not warrant, guarantee, or accept any liability for the accuracy, precision, or completeness of any information shown hereon or for any inferences made therefrom.

MOTTMAN/BLACK LAKE NEIGHBORHOOD

Introduction

- Location
- Existing proportions of land uses
- Transportation/circulation
- Water and sewer availability/environmental constraints
- Uses adjacent to Mottman - Black Lake Neighborhood
- Supporting plans/documents

Single Family Residential - Low Density (4-7 DU/Acre)

- Bush Mountain
- Area north of Sapp Road
- Areas west of Burlington Northern Santa Fe Railway right of way

Light Industrial Designation

- Mottman Business Park
- Mottman Industrial Park
- Areas along east side of Black Lake Boulevard
- Area west of Black Lake Boulevard

Heavy Industrial Designation

- Area west of Black Lake Boulevard

Utilities Designation

- Bonneville Power easement
- Puget Sound Energy easement
- Puget Sound Energy Mottman substation

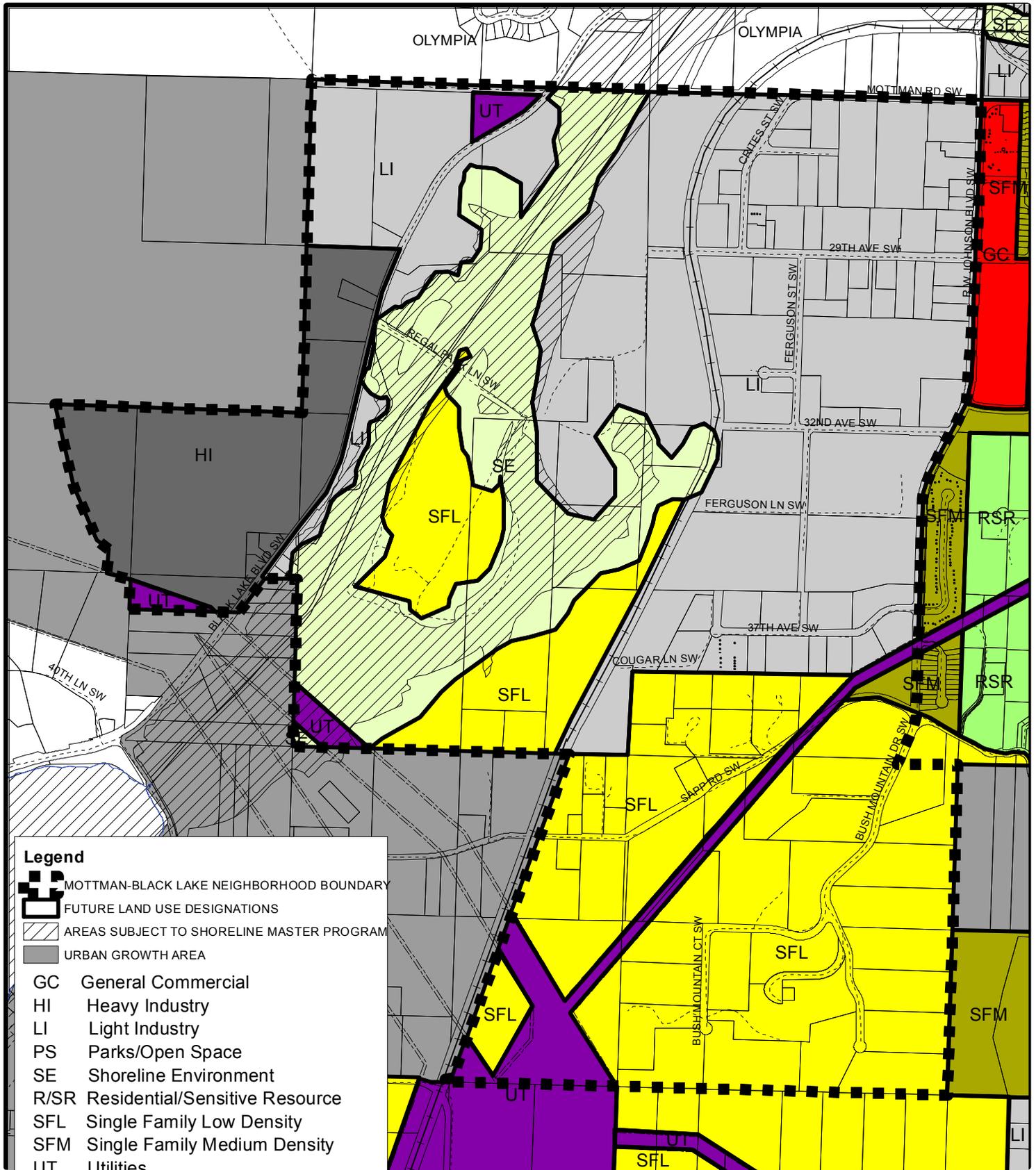
Shoreline Designation

- Area between Black Lake Boulevard and the Burlington Northern Santa Fe Railway right of way

□ **Plans Associated with the Mottman/Black Lake Neighborhood**

- Transportation Plan
- Parks and Recreation Plan
- Economic Development Plan
- Northern Thurston County Groundwater Management Plan
- Conservation Plan
- Shoreline Master Plan for the Thurston Region
- Tumwater Stormwater Comprehensive Plan Update
- Drainage Design and Erosion Control Manual for Tumwater
- 1992 Railroad Right of Way Preservation and Use Strategy for the Thurston Region

Mottman-Black Lake Neighborhood Future Land Use



Legend

- MOTTMAN-BLACK LAKE NEIGHBORHOOD BOUNDARY
- FUTURE LAND USE DESIGNATIONS
- AREAS SUBJECT TO SHORELINE MASTER PROGRAM
- URBAN GROWTH AREA
- GC General Commercial
- HI Heavy Industry
- LI Light Industry
- PS Parks/Open Space
- SE Shoreline Environment
- R/SR Residential/Sensitive Resource
- SFL Single Family Low Density
- SFM Single Family Medium Density
- UT Utilities



1 inch = 1,057 feet

5. MOTTMAN/BLACK LAKE NEIGHBORHOOD

5.1 Introduction

The Mottman/Black Lake Neighborhood is located in the northwest area of Tumwater. The area is characterized primarily by industrial, large lot residential and shoreline environment uses.

Figure 18 illustrates the division of land uses as they presently exist in the Mottman/Black Lake Neighborhood. Residential uses are the largest in this neighborhood followed by natural resources, industrial, vacant, and commercial uses. The natural resource category is a relatively large category in this neighborhood because the Jones Quarry mining operation is classified as a natural resource land use.

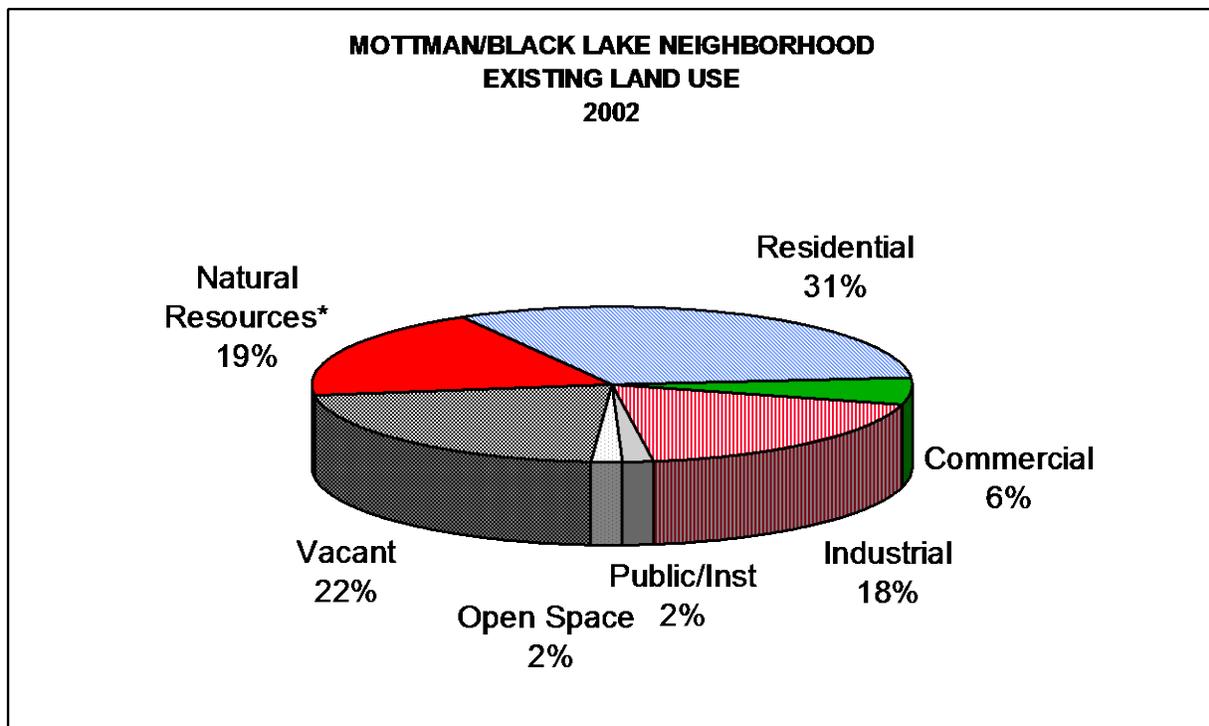


Figure 18

**Includes agriculture, forestry, and mining.*

Source: Thurston Regional Planning Council (TRPC) Buildable Lands Database--*Land Use by Planning Area.*

The area between Black Lake Boulevard and the Burlington Northern Santa Fe Railway right of way is greatly influenced by the Black Lake drainage area that

flows from the lake into Percival Creek.

Black Lake Boulevard functions as a minor arterial roadway and supports almost all of the north/south traffic connecting the Black Lake area to the City of Olympia and Highway 101.

RW Johnson Boulevard forms the eastern boundary of the neighborhood and functions as a major north-south transportation route from Sapp Road. South of Sapp Road is the Bush Mountain residential development.

City water service is available to the Mottman Industrial Park, the Mottman Business Park, and the Bush Mountain residential development. Most of the planning area west of the Burlington Northern Santa Fe Railway right of way is outside of the Tumwater water service area and is served by wells.

At this time, sewer service is only available to the Mottman Industrial Park and the Mottman Business Park. Areas that are not served by City sewer utilize individual septic tanks and drain fields. Soil characteristics throughout the neighborhood indicate both slight and severe limitations of the land for use with septic tanks.

Land uses surrounding the Mottman/Black Lake Neighborhood include residential subdivisions in the City of Olympia on the north, South Puget Sound Community College within the City of Olympia, low density residential development in Tumwater to the east, and low density residential development in the vicinity of Black Lake within Thurston County to the south. Mostly vacant land is located to the west.

Several rights of way and easements run through the Mottman/Black Lake Neighborhood. These include a large Bonneville Power easement south of the neighborhood, a Puget Sound Power and Light Company easement running west of Bush Mountain Drive SW, and a Burlington Northern Santa Fe Railway right of way running north to south, west of the Mottman Industrial Park.

The 1995 Joint Plan for Tumwater and Thurston County indicates that low density residential uses of 4-7 dwelling units per acre and Residential/ uses of 2-4 units per acre and light industrial uses are planned for the area south of the Mottman-Black Lake Neighborhood. Areas west of the Mottman-Black Lake Neighborhood are designated as Light Industrial and Heavy Industrial, and low density residential.

The 1992 Railroad Right of Way Preservation and Use Strategy for the Thurston

Region makes the following recommendations for the Downtown Olympia to West Bay Industrial Area and Belmore Line run by Burlington Northern Santa Fe Railway which runs west of the Mottman Industrial Park:

- Maintain for freight use.
- Passenger rail is an option if the rail corridor to the east is procured for movement of commuters or tourists.
- If ever threatened with abandonment, maintain for recreational use.
- Look into the possibility for joint use/rail and trail or tourist trolley/bike path.
- Increase freight use at Mottman and West Bay. (Port, EDC)

All uses throughout the Mottman/Black Lake Neighborhood should follow the guidelines for groundwater protection set out in the Northern Thurston County Groundwater Management Plan.

5.2 Single-Family Residential Low Density Designation (4-7 DU/Acre)

The Bush Mountain residential development is located in the southern portion of the Mottman/Black Lake Neighborhood and is characterized by single-family homes on lots of 5 acres or larger in size. The Single-Family Residential Low Density designation is appropriate in this area due to the nature of existing residential uses in this area.

The area north of Sapp Road consists of scattered low density residential development that is currently rural in character. The designation of Single-Family Residential Low Density would be appropriate in this area because of its location and proximity to proposed urban facilities. This area should be buffered from light industrial uses to the north. Recommendations for a buffer in this area are contained in section 5.3.

The areas of land west of the Burlington Northern Santa Fe Railway right of way outside of the Shoreline designation have been designated Single-Family Residential Low Density residential. More intensive residential uses are not likely in this area due to the constraints of being adjacent to or surrounded by wetland areas, and the unavailability of sewer and water service to the area. Because this

area is protected by the stringent land use regulations of the Shoreline Management Act, this area would not meet the criteria required for application of the Residential/Sensitive Resource designation. It is envisioned that residential uses will eventually be phased out in the area that is completely surrounded by the Shoreline designation. Park or open space would be an appropriate long term use of this area.

5.3 Light Industrial Designation

Light Industrial uses at the Mottman Industrial Park and the Mottman Business Park are the predominant activity in the Mottman/Black Lake Neighborhood. These activities are vital to the economic well being of Tumwater and the Thurston Region. Light industrial uses should be protected and encouraged to locate in this area. To this end, areas receiving the Light Industrial designation should be planned for a continuation of commercial/ industrial/warehouse uses.

Care must be taken, however, to protect existing residential uses which exist within and adjacent to the planning area from undue impacts from industrial uses through the use of buffering and other means where possible.

Several commercial/industrial/warehouse/equipment yard businesses currently exist along both sides of Black Lake Boulevard, including auto body repair shops, painting shops and motorcycle and marine sales businesses. The Light Industrial designation is appropriate for areas on the east side of Black Lake Boulevard outside of the Shoreline jurisdiction due to these existing uses.

The Tumwater Economic Development Plan recommends industrial development for the general Mottman/Black Lake area. The Light Industrial designation supports industrial growth in this area.

The area northwest of Black Lake Boulevard was formerly used for mining but has been reclaimed. The Light Industrial designation would be appropriate for this area because of its proximity to the Mottman Industrial Park and its proximity to heavy industrial uses to the south.

The Puget Sound Energy has a sub-station within the area of the Mottman/Black Lake Neighborhood that is designated Light Industrial. This sub-station is needed to meet commercial load growth within the twenty year planning period. A sub-station is an appropriate use in this area given the Light Industrial and utilities designation and the need to provide for service as population increases in

Tumwater. Tumwater will work with Puget Sound Energy to effectively plan for and implement the siting of electrical facilities while mitigating any potential impacts to the environment through the environmental review process. Future electrical facilities should be developed in accordance with the policies contained within the Utilities Plan.

5.4 Heavy Industrial Designation

The area west of Black Lake Boulevard contains an area that is presently being used for the mining of high quality basalt rock. The Conservation Plan identifies this area as being a mineral resource area classified as MR-2. MR-2 is a designation used by the Washington State Department of Natural Resources to identify areas where known mineral resources exist.

Mineral extraction as a use should be preserved in this area and the designation of Heavy Industrial best supports this use. As portions of this area are mined, reclamation of mined areas should take place, and lighter intensity industrial uses such as warehousing and light manufacturing should be encouraged to locate in reclaimed areas.

The City of Tumwater should work with the County and the City of Olympia in their planning of land use adjacent to Tumwater in order to assure compatibility with adjacent land uses. This should occur through the County-wide planning process, consistent review of each jurisdictions plans, and ongoing communication between jurisdictions.

5.5 Utilities Designation

There are three areas in the Mottman/Black Lake Neighborhood that should receive the designation of Utilities. These are the Bonneville Power easement just north of Black Lake, the Puget Sound Energy Company easement which runs south of Sapp Road through the Bush Mountain neighborhood, and the Puget Sound Energy Mottman sub-station located north of Black Lake Boulevard. These areas have been designated Utilities to ensure consistency between the Land Use Plan and the Utilities Plan and to ensure continued use of these areas as a part of Tumwater's electrical distribution system.

5.6 Shoreline Environment Designation

A large portion of the Mottman/Black Lake Neighborhood is under Shoreline

jurisdiction. This area is generally between Black Lake Boulevard and the Burlington Northern Santa Fe Railway right of way and includes the Black Lake drainage ditch. Much of this area is subject to the regulations of the Shoreline Master Program for the Thurston Region. The Shoreline jurisdiction will permit very limited uses of land and water in this area.

The shoreline regulations from the Shoreline Master Program for the Thurston Region take precedence when they are more restrictive than local zoning laws. The designation of Shoreline Environment in this area is an attempt to achieve consistency with the existing Shoreline jurisdiction designations as outlined in the Shoreline Master Program for the Thurston Region. Areas designated Shoreline Environment duplicate presently-mapped areas in the Shoreline Master Program for the Thurston Region.

TROSPER NEIGHBORHOOD

Introduction

- Location
- Existing proportions of land uses
- Transportation/circulation
- Water and sewer availability/environmental constraints
- Uses adjacent to Trospen Neighborhood
- Supporting plans/documents

Residential/Sensitive Resource Designation (2-4 DU/Acre)

- Area west of Rural Road south of Sapp Road
- Area west of Beehive Industrial Park south of 54th Avenue (Trospen Road)

Single-Family Residential - Low Density Designation (4-7 DU/Acre)

- Area west of Beehive Industrial Park
- Louise Street/Fiesta Street area
- Area west of railroad tracks and south of 49th Avenue SW

Single-Family Residential - Medium Density Designation (6-9 DU/Acre)

- Areas east and north of Beehive Industrial Park, north of Trospen Road
- Area west and north of Barnes Lake

Multi-Family Residential - Medium Density Designation (9-15DU/Acre)

- Barnes Lake Park south of Barnes Lake
- Area south of Trospen Road near Schoth Road
- Area east of Barnes Lake, west of 2nd Avenue

Multi-Family Residential - High Density Designation (14-29 DU/Acre)

- Area east of Rural Road, south of Central Avenue, north of Trospen Road

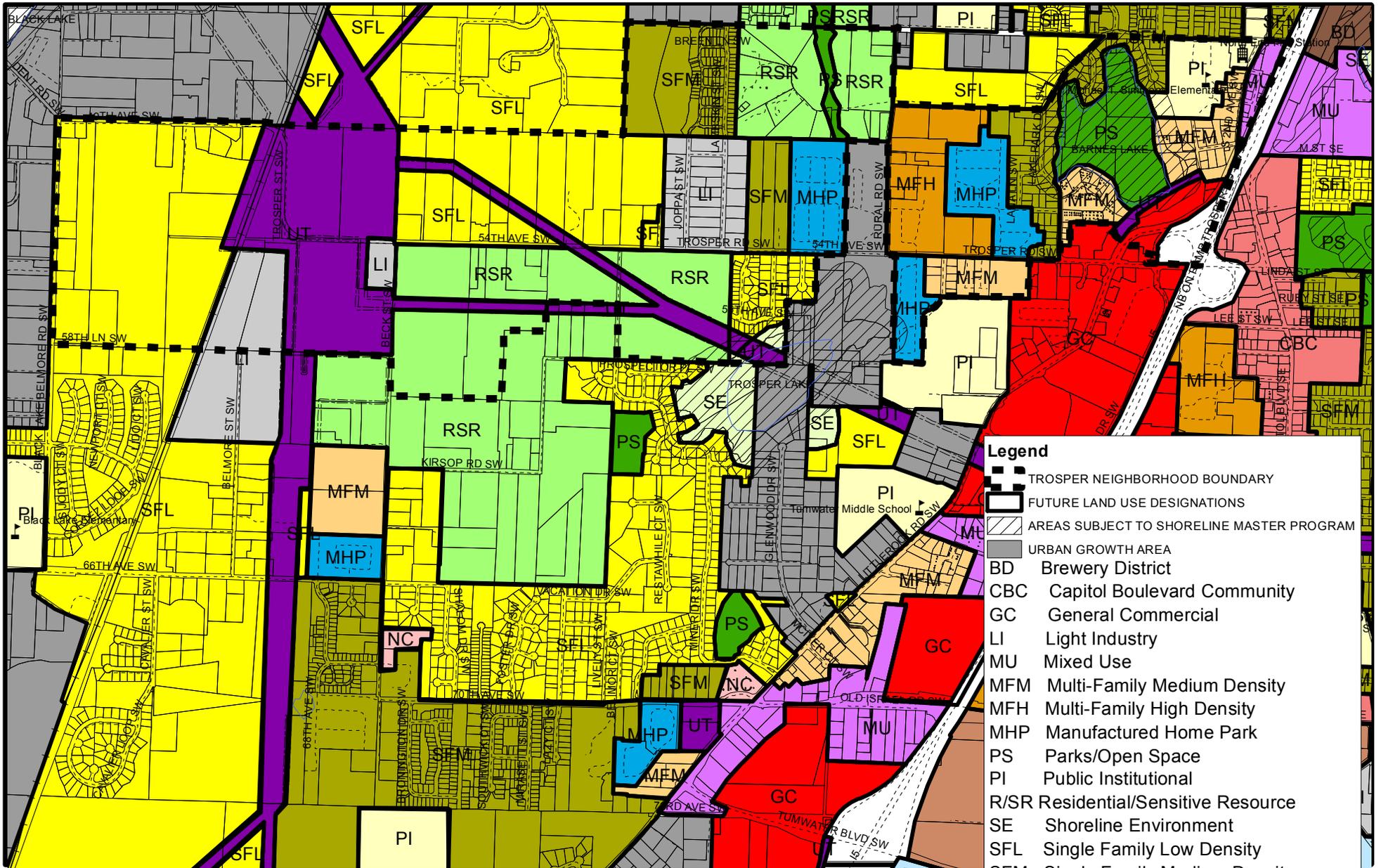
Mixed Use Designation

- Area east of 2nd Avenue

- General Commercial Designation**
 - 2nd Avenue/Barnes Lake vicinity
- Light Industrial Designation**
 - Beehive Industrial Park area
 - Bonneville Power Administration facility vicinity
- Public/Institutional Designation**
 - Michael T. Simmons Grade School/North End Fire Station
- Utilities Designation**
 - Bonneville Power Administration facility and associated transmission line easements, northwest of Trospers Lake to Trospers Street vicinity
 - Puget Sound Energy Barnes Lake substation west of 2nd Avenue, north of Trospers Road
- Shoreline Environment Designation**
 - Trospers Lake
- Parks/Open Space Designation**
 - Percival Creek
 - Barnes Lake
- Manufactured Home Park (6-9 DU/Acre)**
 - Eagles Landing Manufactured Housing Community
 - Tumwater Mobile Estates
 - Western Plaza Mobile Home Park
- Plans Associated with the Trospers Neighborhood**
 - Transportation Plan
 - Parks & Recreation Plan
 - Economic Development Plan

- Northern Thurston County Groundwater Management Plan
- Conservation Plan
- Shoreline Master Plan for the Thurston Region
- Tumwater Stormwater Comprehensive Plan Update
- Drainage Design and Erosion Control Manual for Tumwater

Trosper Neighborhood Future Land Use



- Legend**
- TROSPER NEIGHBORHOOD BOUNDARY
 - FUTURE LAND USE DESIGNATIONS
 - AREAS SUBJECT TO SHORELINE MASTER PROGRAM
 - URBAN GROWTH AREA
 - BD Brewery District
 - CBC Capitol Boulevard Community
 - GC General Commercial
 - LI Light Industry
 - MU Mixed Use
 - MFM Multi-Family Medium Density
 - MFH Multi-Family High Density
 - MHP Manufactured Home Park
 - PS Parks/Open Space
 - PI Public Institutional
 - R/SR Residential/Sensitive Resource
 - SE Shoreline Environment
 - SFL Single Family Low Density
 - SFM Single Family Medium Density
 - UT Utilities



1 inch = 1,574 feet

Tumwater Community Development Department
June 30, 2014

6. TROSPER NEIGHBORHOOD

6.1 Introduction

The Trospen Neighborhood is generally located in the center of Tumwater, west of Interstate 5. The boundaries of this neighborhood are very complex due to past annexation activity. Additionally, there are several "County islands" that further complicate the boundary.

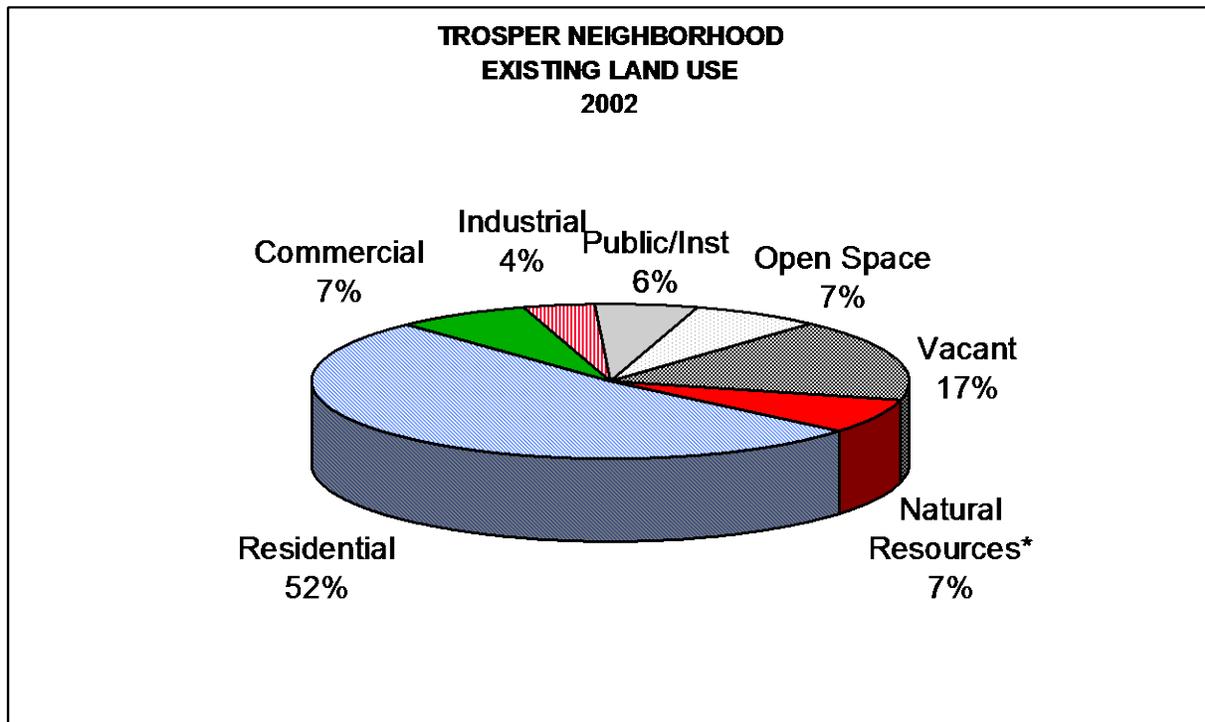


Figure 19

**Includes agriculture, forestry, and mining.*

Source: Thurston Regional Planning Council (TRPC) Buildable Lands Database--*Land Use by Planning Area.*

Figure 19 illustrates the many diverse types of land uses that presently exist in the Trospen Neighborhood. Residential is the dominant use and includes many different types of residential uses including single-family homes, mobile home parks, condominiums and apartments. The second most dominant use is vacant land. A small amount of commercial uses are located on 2nd Avenue. The open space category includes areas along the shore of Trospen Lake and along Percival Creek. The public/institutional category includes the Michael T. Simmons Grade School located at the corner of Linwood and 2nd Street. The Beehive Industrial Park located on the north side of Trospen Road and the area in the vicinity of the Bonneville Power

Administration facility at the west end of 54th Avenue are the neighborhood's industrial areas. The Bonneville Power Administration facility, located on Trospen Street between 49th Avenue and 54th Avenue, and the associated power transmission line easements are designated Utilities.

Trospen Road serves as the major transportation corridor in this neighborhood. Trospen Road is an arterial roadway that is used primarily to carry traffic between the Black Lake area and Tumwater. 49th Avenue, Trospen Street, and 54th Avenue are urban collectors that become Trospen Road as it nears the eastern side of the neighborhood. Littlerock Road/2nd Avenue functions as a minor arterial and serves commercial development adjacent to Interstate 5. Linwood Avenue and Lake Park Drive function as major collector roads in the neighborhood and serve mainly residential uses.

City water and sewer services are presently available to most of the areas in the neighborhood. However, there are some large parcels of vacant land, especially in the western portion of the neighborhood, which will require extension of sewer lines.

Land uses surrounding the Trospen neighborhood include mostly residential and vacant uses to the west and north and commercial uses to the south and east.

The Trospen Neighborhood surrounds several peninsulas and small islands of land that are not within the city limits. It is desirable that these areas be annexed into the City in order to ensure efficient service delivery. However, annexation of these properties will probably occur slowly as individual property owners request to be annexed to the City. These areas are addressed through the Joint Planning process between the City of Tumwater and Thurston County.

The Tumwater Transportation Plan makes specific recommendations for transportation-related improvements in this neighborhood. This document should be referenced for further information on these proposed improvements.

The Tumwater Parks and Recreation Plan should be referenced for recommendations for trails and parks within the Trospen Neighborhood.

The Tumwater Stormwater Comprehensive Plan makes specific recommendations and proposes capital improvements for these areas. The recommendations of these plans should be followed by new development in this area.

All uses within the Trospen Neighborhood should follow the guidelines for groundwater protection set forth in the Northern Thurston County Groundwater

Management Plan.

6.2 Residential/Sensitive Resource (2-4 DU/Acre)

The area west of Rural Road south of Sapp Road has been designated Residential/Sensitive Resource (2-4 DU/Acre) to ensure that the unique open space character and environmental sensitivity of Percival Creek is protected from the effects of intensive urban development. Most of the southern portion of Percival Creek lacks sufficient stream flow to be under the protection of the Shoreline Management Act and, therefore, lacks the special protection measures afforded by the Act. However, Percival Creek connects two areas of the City that are under the protection of the Shoreline Management Act: Trospen Lake and the Black Lake Drainage Ditch/Percival Creek Lower Reach. Areas in the 100 year flood plain have been designated Parks/Open Space to ensure consistency with the Tumwater Conservation Plan. Areas outside of the 100 year flood plain, however, should receive a land use designation that would be low intensity yet still allow for development to be developed on sanitary sewer in order to protect Percival Creek and the groundwater in this area.

This designation is also appropriate for a large area west of Lambskin Street along the south side of 54th Avenue. This area includes a relatively large amount of sizeable wetlands associated with Fishpond Creek which drains into Black Lake and Trospen Lake.

6.3 Single-Family Residential Low Density Designation (4-7 DU/Acre)

West of the Beehive Industrial Park and east of the Bonneville Power Administration facility is a sparsely developed residential area. This area is on the southern flank of Bush Mountain and drains into the large area of wetlands on the south side of 54th Avenue. Some surface and ditch flooding has occurred adjacent to this area (near the 54th Avenue/Kirsop Road intersection) during heavy storm events due to runoff. This area should remain in a residential use and has been designated Single-Family Residential Low Density to help minimize the impacts of development on the adjacent areas.

The area west of the railroad tracks is currently developed with a rural level of development. This area has been designated Single-Family Residential Low Density to reflect the surrounding lower density uses in the County. As this area is developed, 54th Avenue should be extended across the railroad tracks and connect with Black Lake-Belmore Road and 49th Avenue. Transportation connections in these areas will help to reduce impacts of development on established residential neighborhoods. It will also help to improve traffic circulation within the general area which is

constrained by large areas of wetlands, the railroad tracks, and Black Lake.

The area in the vicinity of Louise Street and Fiesta Street, south of Trospen Road and north of Trospen Lake, consists of established single-family residential dwellings. Given the nature of the existing uses in this area and its location near Trospen Lake, this area has been designated Single-Family Residential Low Density. The parcel of land west of Louise Street and north of Trospen Lake has been designated Single-Family Residential Low Density. It can be expected that lower density residential uses in this area will eventually transition to higher density uses over a twenty year time period partially as a result of adjacent higher density uses to the north, south and east. This issue should be re-examined as the Land Use Plan is updated

6.4 Single-Family Residential Medium Density Designation (6-9 DU/Acre)

The area east and north of the Beehive Industrial Park, has been designated Single-Family Residential Medium Density Residential. It is anticipated that this area will develop slowly due to the need for the extension of roads, water and sewer, and topographical limitations for construction such as poorly drained soils and low areas. Most of the property is presently vacant. As the remaining portion of this area is developed, it should be buffered from industrial uses in the Beehive Industrial Park. Clustering and density transfer should be considered where limitations for development exist.

The area west and north of Barnes Lake forms a well-established and stable neighborhood in Tumwater. This area should and will remain residential in character. It is anticipated that over a twenty year time period densities will increase in this area. In order to protect the quiet residential atmosphere, promote neighborhood stability and continuity and provide a variety of affordable housing types, the Single-Family Medium Density designation would be appropriate in this area.

To protect the residential character of this neighborhood, physical buffers should be established to minimize the impact of the commercial development along Trospen Road. These buffers should be provided as new commercial development occurs. These buffers could take many forms, but their overall intent should be to visually separate the residential from the commercial uses and aid in discouraging through-traffic from using the residential streets.

6.5 Multi-Family Residential Medium Density Designation (9-15 DU/Acre)

The area south of Barnes Lake is dominated by the Barnes Lake Park condominium development. The Multi-Family Residential Medium Density designation best reflects

this current use and will serve as an appropriate designation for the future. To protect the residential character of this neighborhood, physical buffers should be established to minimize the impact of the commercial development along Trospers Road. These buffers could take many forms, but their overall intent should be to visually separate the residential from the commercial uses and aid in discouraging through-traffic from using the residential streets.

In the vicinity of Schoth Road, south of Trospers Road, are some duplexes and a few single-family homes that have deteriorated over the years. This area has been designated Multi-Family Residential Medium Density as it is envisioned that these uses will transition to higher density residential uses as development in the area increases.

The area east of Barnes Lake and west of 2nd Avenue is an area that is transitioning from older single-family large lot residential uses to multi-family uses. This trend is likely to continue in the future, and the Multi-Family Residential Medium Density designation would best anticipate this trend.

Clustering and density transfer through the use of a Planned Unit Development (PUD) should be considered where limitations for development exist in this area. The land, developed as a PUD, could be ideally suited for cluster construction of small lots with large open spaces of undevelopable area.

6.6 Multi-Family Residential - High Density Designation (14-29 DU/Acre)

The area generally east of Rural Road, south of Central Avenue (48th Avenue), and north of Trospers Road is best suited for the Multi-Family Residential High Density designation due to its proximity to the central part of the City, the availability of urban services and intensive commercial development that is expected to take place along Littlerock Road.

Presently, there are a number of mobile home parks located adjacent to this area along the eastern boundary and south of Trospers Road. City water and sewer service is available from existing lines along Rural and Trospers Roads. A 150 unit residential senior living center is on 6 acres in this area on the north side of Trospers Road. This use is compatible with Multi-Family Residential High Density designation.

Clustering and density transfer through the use of a Planned Unit Development (PUD) should be considered where limitations for development exist in this area. The land, developed as a PUD, could be ideally suited for cluster construction of small lots with large open spaces of undevelopable area.

6.7 Mixed Use Designation

The area between 2nd Avenue and Interstate 5 is an older neighborhood area that has transitioned from residential uses to a mix of commercial uses and residences. These uses should be allowed to continue. The Mixed Use designation would allow this to occur.

The Mixed Use designation would provide an opportunity to develop areas in Tumwater that are transit-oriented and pedestrian friendly while still accommodating automobiles, support small businesses and consumers, and provide affordable housing and quality community design.

New development in the above-mentioned areas should take place with strict land use controls and design standards. Incompatible uses such as industry, warehousing and distribution, chemical, noise generators and those uses that are heavily truck-dependent should not be permitted. Additionally, uses that would be incompatible with the adjacent school, such as bars, taverns, and adult entertainment, should be restricted in this area.

6.8 General Commercial Designation

There is a small area of General Commercial near the southern end of 2nd Avenue, adjacent to the commercial areas discussed in the Littlerock Neighborhood chapter and the Littlerock Road Subarea Plan. This area has a couple of small businesses including a restaurant between 2nd Avenue and Interstate 5. The Washington State Department of Transportation also has a facility in this area that is adjacent to the southern end of Barnes Lake.

In any area where commercial development is adjacent to residential areas, landscaping, screening and buffering should be used to protect the residences from possible adverse impacts. Existing trees and other vegetation with landscaping and aesthetic value should be preserved where practical. The overall intent of these measures should be to visually separate the residential uses from the commercial uses and aid in discouraging through-traffic from using the residential streets.

Whenever local commercial development is located adjacent to major streets, ingress and egress should be from the lesser of the intersecting arterials.

6.9 Light Industrial Designation

The area known as the "Beehive Industrial Park" located north of Trosper Road has begun development into industrial and commercial type establishments. The area has good access to Interstate 5 via the Trosper Road interchange. However, the industrial area is somewhat isolated and surrounded by large vacant parcels and prime residential areas. The Beehive Industrial Park may be preserved and protected by a Light Industrial zone designation with additional restraints applied for buffering and visual protection as the area is developed. The industrial district should confine the industrial and commercial activities within the zone boundaries, and further expansion or growth of the zone or additions of similar uses within this area should be discouraged.

Some areas of the Beehive Industrial Park are subject to severe septic limitations; however, sewer service is available on the south side of Trosper Road across from the Industrial Park.

In addition, industrial uses in this area are subject to the Aquifer Protection Zone Overlay of the Tumwater Zoning Code and regulations and requirements of the Northern Thurston County Groundwater Management Plan. These regulations should be adhered to for affected industrial operations.

Another area designated light industrial is located near the Bonneville Power Administration (BPA) transmission station on Trosper Street. This area contains an existing industrial use next to the railroad tracks; a pipe manufacturing company. However, most of the manufacturing activity occurs on an adjacent property to the south (in the Littlerock Neighborhood) and is accessed from Belmore Street via 66th Avenue. The northern parcel of this pipe manufacturing operation is currently used for product storage. This northern parcel has frontage on 54th Avenue. Belmore Street needs to be extended to 54th Avenue and/or Trosper Street. The Belmore Street connection will help to reduce impacts to established residential neighborhoods on 70th Avenue as trucks travel to and from the freeway system. It will also help to improve traffic circulation within the general area which is constrained by large areas of wetlands, the railroad tracks, and Black Lake. This industrial area has rail access, which is expected to continue to the north and could be advantageous to industrial development. The railroad tracks help to provide a buffer to the residential uses to the west; however, light industrial uses adjacent to residential areas also should be buffered from adjacent residential development using required setbacks, landscaping, walls or other appropriate means. The intent of this buffering is to ensure that residential areas are not adversely affected by noise, light, dust, traffic or other impacts that may be associated with industrial development.

6.10 Public/Institutional Designation

The Michael T. Simmons Grade School located south of Linwood Avenue and west of 2nd Avenue has been designated Public/Institutional to reflect the current use of the site. Additionally, the North End Fire Station is located on the southwest corner of 2nd Avenue and Linwood Avenue SW. These uses are expected to continue in this area for at least the next 20 years.

6.11 Utilities Designation

Several large electrical transmission line easements traverse the western half of the neighborhood. These lines lead to the large Bonneville Power Administration facility located on Trospers Street between 54th Avenue and 49th Avenue. This area has been designated Utilities to reflect this use. The Utilities Plan will provide information on future improvements, if any, that are planned for this facility and its associated easements.

The Puget Sound Energy company presently operates the Barnes Lake sub-station west of 2nd Avenue and north of Trospers Road. This area has been designated Utilities to ensure consistency between the Land Use Plan and the Utilities Plan and to ensure continued use of the site as a part of Tumwater's electrical distribution system. Future electrical facilities should be developed in accordance with the policies contained within the Utilities Plan.

6.12 Shoreline Environment Designation

Trospers Lake has been designated Shoreline Environment to reflect the classification of the lake as under the jurisdiction of the Shoreline Management Act.

6.13 Parks/Open Space Designation

Percival Creek crosses the Trospers Neighborhood in two areas: the area south of Sapp Road and the area west of Tumwater Meadows Condominiums. Percival Creek is considered a major salmon stream of naturally-occurring species. It should also be noted that Percival Creek is the primary source of freshwater supply to the Percival Cove Salmon rearing pond which is owned and operated by the Washington State Department of Fish and Wildlife.

Percival Creek, which is part of the 100-year floodplain, is presently zoned Open Space. The majority of Percival Creek lacks sufficient stream flow to be under the

protection of the Shoreline Management Act. However, Percival Creek connects two areas of the City that are under the protection of the Shoreline Management Act: Trospen Lake and the Black Lake Drainage Ditch. Additionally, the Tumwater Conservation Plan contains specific regulations for development in wetland areas that would also protect Percival Creek and its associated wetlands. Percival Creek must continually be protected - not to prohibit uses, but to see that activities adjacent to the creek are compatible with the stream environment. The Parks/Open Space designation is conducive to achieving these goals in areas within the 100 year flood plain.

Barnes Lake is a relatively shallow lake with areas of marshlands along its edge, subject to seasonal high standing water. Barnes Lake was originally under Shoreline jurisdiction. However, the Department of Ecology removed this designation in 1987 because the lake was remeasured and found to be less than 20 acres in size, which is the minimum size for a body of water to be included under Shoreline jurisdiction. Additionally, the shores of Barnes Lake are subject to severe settling problems.

As one of the Trospen Neighborhood's most important assets, the shoreline and waters of Barnes Lake should be protected. The Parks/Open Space designation would best achieve this goal as the lake is not under Shoreline jurisdiction. Most of the property surrounding Barnes Lake is developed with residential uses ranging from apartments and condominiums to single family homes. Because of this, areas surrounding Barnes Lake would not meet the criteria for application of the Residential/Sensitive Resource (2-4 DU/Acre) designation.

6.14 Manufactured Home Park Designation

There are three manufactured/mobile home parks within this neighborhood. In accordance with the goals of Growth Management Act and this Comprehensive Plan, these areas have been designated specifically for manufactured home parks in order to provide sufficient land for manufactured housing. The designation shall be applied to the Eagles Landing, Western Plaza, and Tumwater Mobile Estates.

LITTLEROCK NEIGHBORHOOD

Introduction

- Location
- Existing proportions of land uses
- Transportation/circulation
- Water and sewer availability/environmental constraints
- Uses adjacent to Littlerock Neighborhood
- Supporting plans/documents

Residential/Sensitive Resource Designation (2-4 DU/Acre)

- Area on Kirsop Road

Single-Family Residential - Low Density Designation (4-7 DU/Acre)

- Area north of Glenwood Drive, west of Littlerock Road
- Area behind Tumwater Middle School
- Gold Creek/Miner Drive
- Area on north side of 70th Avenue
- Black Lake Park and Black Hawk subdivision area
- Doelman farm (portion of)
- Area on west side of Littlerock Road north of Glenwood Drive

Single-Family Residential - Medium Density Designation (6-9 DU/Acre)

- Areas generally along south side of 70th Avenue and west side of Kirsop Road south of 66th Avenue
- Doelman farm (portion of)
- Area on north side of 70th Avenue (south of Miner Drive)
- Area between Black Hills High School and Littlerock Road

Multi-Family Residential - Medium Density Designation (9-15DU/Acre)

- Area on west side of Kirsop north of 66th Avenue
- Doelman farm area near Black Hills High School
- Area east of Littlerock Road/Tumwater Boulevard intersection
- Area on east side of Littlerock Road between Bishop and Israel Roads

Multi-Family Residential - High Density Designation (14-29 DU/Acre)

- Doelman farm area near Black Hills High School

Mixed Use Designation

- Area north of Bishop Road, east of Littlerock Road, west of Interstate 5
- Area generally along the east side of Littlerock Road from 73rd Avenue (just south of Tumwater Boulevard) to Israel Road including the area on Israel road east of Littlerock Road
- Doelman farm (portion of)

General Commercial Designation

- Areas along Littlerock Road and the west side of I-5 from Trosper Road vicinity to south of Tumwater Boulevard

Neighborhood Commercial Designation

- Area on the northwest corner of Israel Road and Littlerock Road
- Area on east side of Kirsop Road between 66th Avenue and 70th Avenue

Light Industry Designation

- Area on the north end of Belmore Street

Shoreline Environment Designation

- Trosper Lake

Parks/Open Space Designation

- Areas on north and south ends of Miner Drive

Public/Institutional Designation

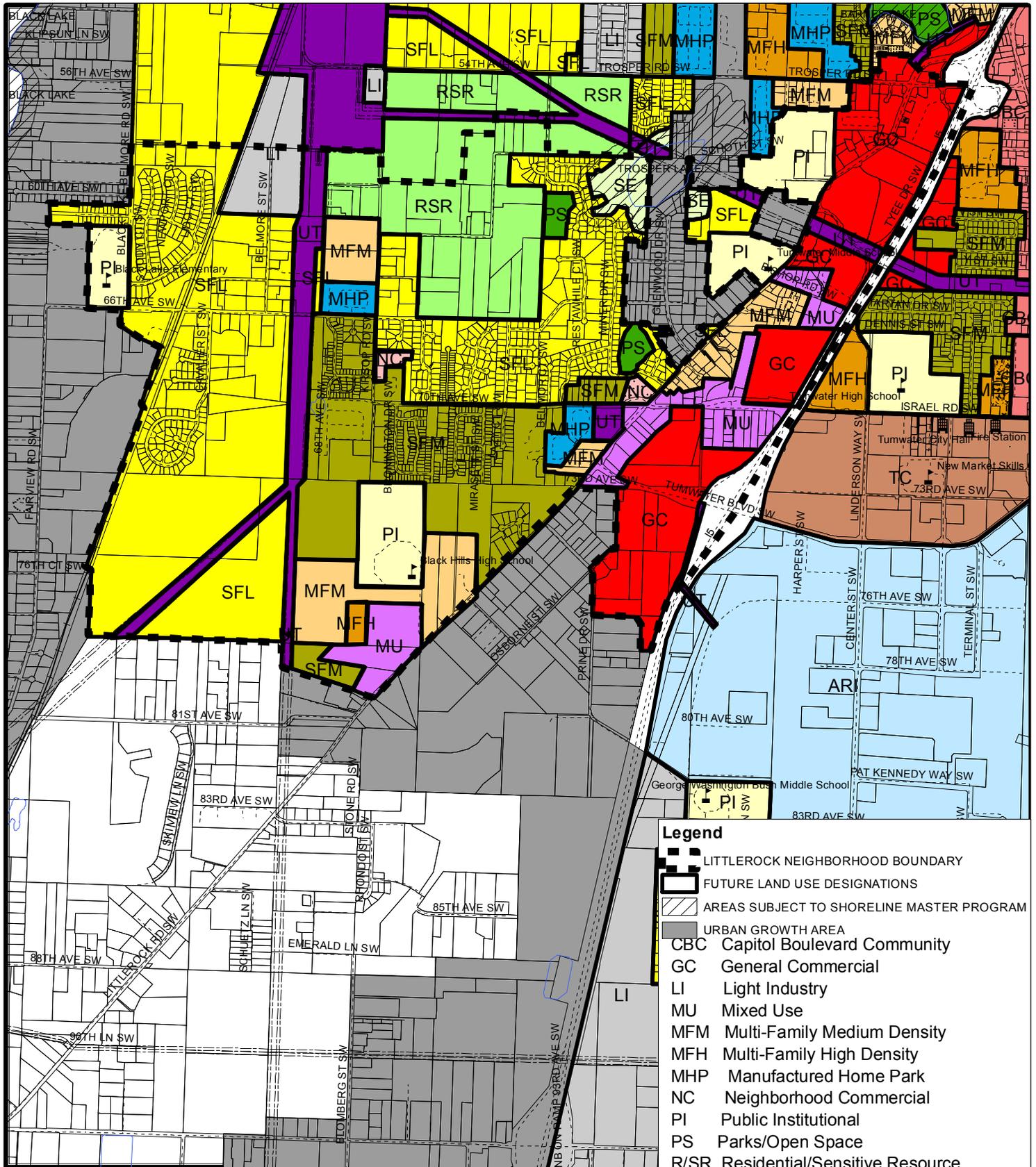
- Black Hills High School
- Black Lake Elementary School
- Tumwater Middle School
- Olympic Memorial Gardens Cemetery
- Union & Calvary Cemeteries

- Utilities Designation**
 - Bonneville Power easements traversing neighborhood in east/west and north/south configurations
 - Puget Sound Energy Prine substation area west of Littlerock Road, south of Israel Road

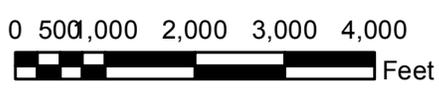
- Manufactured Home Park (6-9 DU/Acre)**
 - Laurel Park Mobile Home Park
 - Velkommen Mobile Home Park

- Plans Associated with the Littlerock Neighborhood**
 - Littlerock Road Subarea Plan (2006)
 - Transportation Plan
 - Parks & Recreation Plan
 - Economic Development Plan (2010)
 - Tumwater Strategic Plan (2010-2014)
 - Northern Thurston County Groundwater Management Plan
 - Conservation Plan
 - Tumwater Stormwater Comprehensive Plan Update
 - Drainage Design and Erosion Control Manual for Tumwater
 - Salmon Creek Comprehensive Drainage Basin Plan

Littlerock Neighborhood Future Land Use



- Legend**
- LITTLEROCK NEIGHBORHOOD BOUNDARY
 - FUTURE LAND USE DESIGNATIONS
 - AREAS SUBJECT TO SHORELINE MASTER PROGRAM
 - URBAN GROWTH AREA
 - CBC** Capitol Boulevard Community
 - GC** General Commercial
 - LI** Light Industry
 - MU** Mixed Use
 - MFM** Multi-Family Medium Density
 - MFH** Multi-Family High Density
 - MHP** Manufactured Home Park
 - NC** Neighborhood Commercial
 - PI** Public Institutional
 - PS** Parks/Open Space
 - R/SR** Residential/Sensitive Resource
 - SE** Shoreline Environment
 - SFL** Single Family Low Density
 - SFM** Single Family Medium Density



1 inch = 2,126 feet

7. LITTLEROCK NEIGHBORHOOD

7.1 Introduction

The Littlerock Neighborhood is generally bounded on the north by the Trospen/Littlerock Road commercial area, to the east by Interstate 5, to the west by Black Lake Belmore Road and the Black Lake Elementary School, and to the south by the present city limit boundary south of the Doelman farm and the Black Hills High School.

The eastern portion of this neighborhood can expect intensive commercial development within the near future. As a result, this area will probably experience significant future growth. Because of this anticipated growth, the potential exists for great changes in the character of this neighborhood. A subarea plan for the Littlerock neighborhood was completed in 1997 and updated in 2006 to provide a more detailed plan for this neighborhood. The updated Littlerock Road Subarea Plan should be referenced as a refinement of this chapter, particularly for the eastern side of the neighborhood lying along Littlerock Road.

Figure 20 illustrates the proportions of land uses that are presently within the Trospen Neighborhood.

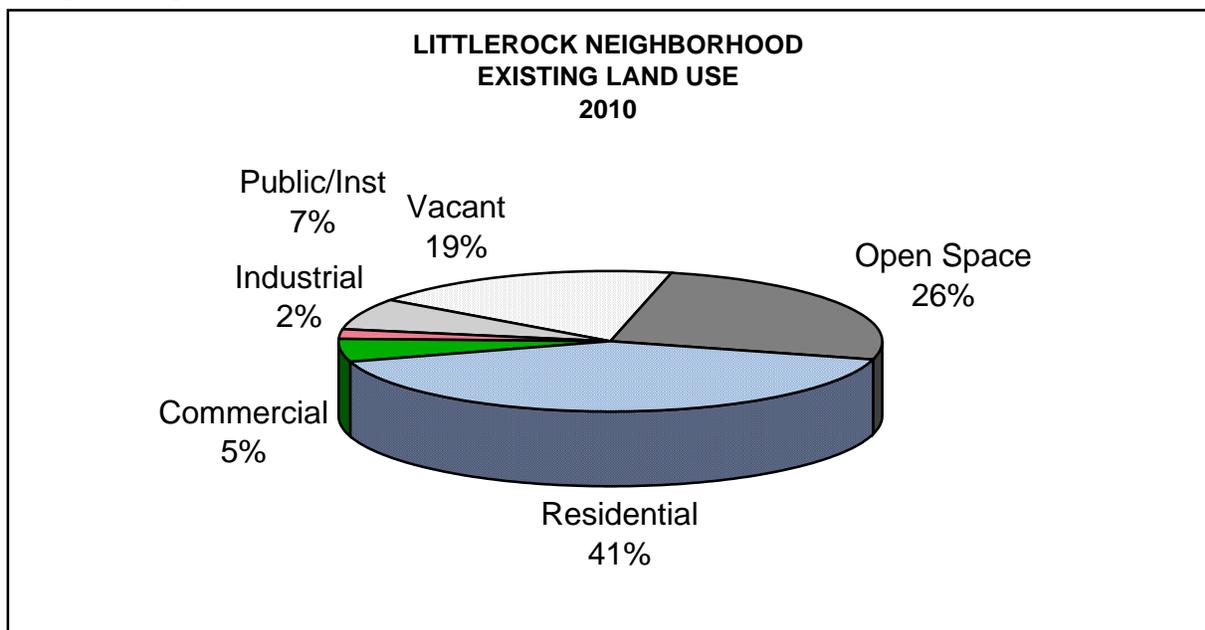


Figure 20

Source: Thurston Regional Planning Council (TRPC) Buildable Lands Database--*Land Use by Planning Area 2010*.

The largest single land use in the neighborhood is residential which covers 41% of the neighborhood. The second most dominant land use is open space at 26%. Vacant land is the third largest land use in the neighborhood at 19%. The majority of the public/institutional category (7%) is taken up by the Black Lake Elementary School, the Tumwater Middle School, and the Black Hills High School. After the public/institutional category, the next most predominant land uses are commercial at 5% and industrial uses at 2%.

Littlerock Road, a minor arterial, serves as the major north-south transportation corridor in this neighborhood. Major east/west transportation routes include the 66th Avenue/70th Avenue corridor. Trospen Road and Israel Road provide an east-west link to other areas of the City. Tumwater Boulevard, presently a major arterial, connects the neighborhood with industrial uses near the Tumwater Airport. Both Trospen Road and Tumwater Boulevard link the Littlerock Neighborhood to the Tumwater Town Center located north of Tumwater Boulevard, south of Trospen Road and east of Interstate 5. The Glenwood Drive residential area and Gold Creek access Littlerock Road from the west.

For future road alignments in the area of the Black Hills High School, refer to the Black Hills Subarea Study which was adopted into the Transportation Plan in 2003. This detailed plan analyzes the existing transportation system in the area and provides guidance for future road projects.

For future road alignments in the Littlerock Subarea (along Littlerock Road and I-5) refer to the Littlerock Road Subarea Plan which was updated and re-adopted into the Comprehensive Plan in 2006. This detailed plan analyzes the existing transportation system in the area and provides guidance for future road projects.

Perhaps the most important transportation improvement planned for the Littlerock Neighborhood is a minor arterial (Tyee Drive) that will run from Trospen Road to Tumwater Boulevard (and eventually further to the south) roughly parallel to and between Interstate 5 and Littlerock Road. The road would open up vacant land available for commercial and mixed use development while reducing impacts along Littlerock Road itself.

There is a pedestrian bridge that crosses Interstate 5, connects to Bishop Road, and leads to the Tumwater Middle School. This bridge is the only non-vehicular Interstate

5 crossing in Tumwater and provides an important pedestrian link between eastern and western areas of the City. Additionally, the bridge will eventually provide an important commuting link between State offices and other businesses expected to locate in the Tumwater Town Center. This bridge is identified as a part of Trail T8 in the Cities of Lacey, Olympia and Tumwater Urban Trails Plan. The Tumwater Parks and Recreation Plan has included the recommendations of this plan relating to this trail linkage. The Tumwater Transportation Plan identifies on-street linkages for trails in the Littlerock Neighborhood. The corridor along Bishop Street should be preserved for this trail linkage.

The Littlerock Road Subarea Plan describes a possible future trail location between Bishop Road and Tumwater Boulevard, generally located between the commercial and residential areas. The Plan also includes an illustration of the possible route of this future trail. As the area along this route develops, open space dedications, when possible, should be located along this general route. Locating the open space in this manner will allow the eventual development of this pedestrian link and also provide more of a buffer between the commercial and residential areas.

The Tumwater Transportation Plan and the Littlerock Road Subarea Plan make specific recommendations for transportation improvements in the Littlerock Neighborhood. These documents should be referenced for these specific improvement recommendations.

There is an existing Burlington Northern Railroad line bisecting the western portion of the neighborhood from north to south. This line is a candidate for possible future use as a recreational trail. Thurston County has acquired the southern portion of this railroad and plans to convert it into a recreational trail.

The Tumwater Parks and Recreation Plan and the Littlerock Road Subarea Plan makes specific recommendations for trails, open space and parks within the Littlerock Neighborhood. These documents should be referenced for specific recommendations that affect the Littlerock Neighborhood.

The Littlerock Subarea Plan is the key document for guidance in the eastern portion of the Littlerock Neighborhood. This Plan should be referenced first for goals and actions related to future land use and infrastructure planning within the eastern portion of the neighborhood.

The Tumwater Strategic Plan (2010-2014) also has specific goals and action

strategies for the eastern portion of the Littlerock Neighborhood. The following is an excerpt from the Plan:

The vision for this area is to create a mixed use “village” atmosphere that is 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, with commercial areas concentrated along I-5 to provide vibrant retail opportunities for Tumwater and surrounding residents.

Key strategies for advancing this vision focus on infrastructure investment and planning, including the Littlerock Road street improvement project and Tye Drive planning.

The Tumwater Strategic Plan should be referred to for additional specific goals for the eastern portion of the Littlerock Neighborhood (see Action Strategy “D” on p.19 of the Strategic Plan).

Economic Development Plan (2010):

The Economic Development Plan was adopted in 2010 and replaced the previous plan which was adopted in 1990. This plan contains specific guidance and direction for land use planning within the Littlerock Neighborhood. The following is an excerpt from the Economic Development Plan:

Capitol Boulevard and the Littlerock Road Subarea are important short-term economic development opportunities, as they are changing and hold significant potential for development and redevelopment. Both areas are located near entrances to the City from I-5 and their development will help to define Tumwater’s image in the region. City guidance and support via targeted infrastructure investment are important priorities of this Plan to ensure that these opportunities are fully realized.

Both the Economic Development Plan and the Strategic Plan stress the importance of infrastructure improvements within the Littlerock Road Subarea. Some of these projects are already well underway, such as the Littlerock Road street improvement project. The Tye Drive extension has been completed from Trospen Road to Bishop Road. The following is an excerpt from both Plans:

1. *Use public investment and development regulations to encourage*

development of a village-like area in the south/central portion of the Subarea

- *Complete the Littlerock Road street improvement project*
- *Do planning for the Tyee Drive extension*
- *Revise development regulations to identify gateways and transition areas, including boundaries between zoning districts for the Subarea*
- *Consider an additional review of the Subarea Plan to identify and plan for a unique street plan*
- *Consider adopting a street plan for the Subarea that includes east-west connector roads between Littlerock Road and Tyee Drive*
- *Consider adopting more specific building design guidelines for the Littlerock Road Subarea, consistent with possible adoption of a village-like area in the south/central portion of the Subarea*

2. Seek opportunities to enhance the connection between the Subarea and neighboring areas

The Economic Development Plan (2010) should be referenced for further recommendations in this neighborhood.

Most of the vacant land within the eastern portion of the Littlerock Neighborhood has very few development limitations because of level topography and a stable underlying geology. Inversely, the western portion of the Neighborhood has several very large wetlands and areas of high groundwater flooding.

City water and sewer service is available to most areas of the Littlerock Neighborhood at this time. The Capital Facilities Plan identifies water and sewer extension along the north-south collector road route as a high priority.

Uses that surround the Littlerock Neighborhood include residential uses to the north, low density residential uses in the County to the west, Interstate 5 to the east, and mostly vacant and scattered residential areas in the County to the south.

There is a large "island" of County land west of Littlerock Road. This area includes the neighborhood accessed by Glenwood Drive. The Littlerock Neighborhood is also adjacent to County areas to the south. Land use planning within this area is addressed through the Joint Plan. Another smaller "island" is located on Littlerock Road between the cemeteries and Tumwater Middle School. When feasible, these islands should become part of Tumwater.

Portions of this neighborhood have seasonally high groundwater that can result in

groundwater flooding in places. The Littlerock Road Subarea Plan, the Salmon Creek Comprehensive Drainage Basin Plan, and the Tumwater Stormwater Comprehensive Plan should be referenced for specific recommendations that affect groundwater, stormwater, and drainage issues within the Littlerock Neighborhood.

All uses within the Littlerock Neighborhood should follow the guidelines for groundwater protection set forth in the Northern Thurston County Groundwater Management Plan.

Following are discussions of each land use designation as they are applied by this plan in the eastern portion of the Littlerock Neighborhood. The Littlerock Road Subarea Plan should be referenced to supplement this information.

7.2 Residential/Sensitive Resource Designation (2-4 DU/Acre)

The area in the vicinity of Kirsop Road has been designated Residential/ Sensitive Resource (2-4 DU/Acre) to ensure that the unique open space character and environmental sensitivity of the extensive wetlands is protected from the effects of intensive urban development. Although these large wetlands drain to both Black Lake and Trospen Lake, these drainages lack sufficient stream flow to be under the protection of the Shoreline Management Act and, therefore, lack the special protection measures afforded by the Act.

There are two urban farms located within this neighborhood and within this designation. One is an unnamed blueberry farm on the western portion of 54th Avenue and the other is Kirsop Farms on Kirsop Road (Kirsop Farms also has a secondary location on Littlerock Road near the Black Hills High School). While an urban area is generally not conducive to large scale farming, there is certainly a role for smaller scale urban farms and community gardens. Because of the importance of food access, food security, and overall environmental sustainability, there is a role for Tumwater in encouraging a wide range of farming and gardening within Tumwater. For further information on agriculture the Conservation Element of the Tumwater Comprehensive Plan should be referenced.

7.3 Single-Family Residential Low Density Designation (4-7 DU/Acre)

Several areas within this neighborhood are suitable for the Single Family Residential Low Density designation because of existing development patterns and natural and physical constraints. The Single Family Residential Low Density

designation best accomplishes the goals of preserving the existing neighborhoods while providing for development that is sensitive to the inherent limitations of the topography.

There is a very small area within the city limits located on the west side of Littlerock Road and south of the Tumwater Middle School that has been designated Single-Family Residential Low Density to reflect the existing uses surrounding the site. Another small but similar area is located behind the school and has been designated Single Family Low Density for the same reasons. Most of the adjacent area (Glenwood Drive) west of Littlerock Road is under the jurisdiction of Thurston County. Please refer to the Tumwater/Thurston County Joint Plan for land use planning information for that area.

The area on the north side of 70th Avenue is characterized primarily by low, urban density single family development. These are established neighborhoods and should be protected and preserved. In order to protect the residential atmosphere, and promote neighborhood stability and continuity, this area is designated Single Family Residential Low Density. This area includes the single family development on Miner Drive (Gold Creek) and a number of single family subdivisions on the north side of 70th Avenue.

A large area along the entire western end of the neighborhood has been designated Single Family Low Density. This includes most of the area west of the power line easement which runs north-south from Littlerock Road to the substation on Trooper Road. The Black Lake Park and Black Hawk subdivisions as well as a large portion of the Doelman farm are within this area. The Doelman farm has been envisioned to develop as an urban village and has had a number of different land use designations placed on the property in order to facilitate this development vision for the property. Refer to the Multi-Family Medium Density section of this chapter for more information on the Doelman urban village.

Where the Single Family Residential Low Density designation abuts an area designated Light Industrial (such as on Belmore Street) landscaping, screening and buffering should be used to protect the residential development from possible adverse impacts and to visually separate the different uses.

7.4 Single Family Residential Medium Density (6-9 DU/Acre)

The area along the south side of 70th Avenue west of Littlerock Road was once

characterized by rural residential single-family development. However, within the last decade several hundred new single family homes have been built in this area. The lots for these homes are relatively small and are consistent with the Single Family Medium Density designation. This area should remain residential in character, continuing to in-fill as densities increase over time. In order to maintain the residential atmosphere and provide a variety of affordable housing types, the Single Family Residential Medium Density designation is appropriate for this area.

The small area on the north side of 70th Avenue (south of Miner Drive) near Littlerock Road is also an appropriate location for this designation. This area is characterized by older single family homes on large deep lots. As redevelopment of these lots occurs, the Single Family Medium Density designation would allow for platting of these lots. This would allow densities to increase over time and provide a variety of housing types in close proximity to urban services.

The area designated Single Family Residential Medium Density that is west of the Black Hills High School is a portion of a large area under one ownership known as the Doelman farm. This property extends from Littlerock Road west to the Burlington Northern railroad corridor, and has received a mix of land use designations. The portion of this property designated Single Family Residential Medium Density should receive a planned unit development overlay zone to ensure its consistency with the overall development of this property. A more detailed discussion of policies for development of this property is contained near the end of the next section, Multi-Family Residential Medium Density.

The area west of Littlerock Road south of Tumwater Boulevard has been designated Single Family Residential Medium Density. This area has some rural residential uses and a small single family subdivision. It should be encouraged to infill with similar, compatible types of residential uses in order to provide a mixture of housing types for all income levels in this portion of the subarea. This area is close to the high school just west of Littlerock Road, and to a node of commercially designated land on the west side of Littlerock Road. Littlerock Road also is anticipated to be a primary transit route in this area. It is important to provide a mixture of housing types close to these needed services.

7.5 Multi-Family Residential Medium Density (9-15 DU/Acre)

The area on the east side of Littlerock Road generally between the Bishop Road area and Israel Road consists of primarily residential development. Currently, this area is

a mixture of single and multi-family residential development. The residential character of this area should be protected and allowed to infill and slightly increase in density. This is consistent with the recommendations of the Littlerock Road Subarea Plan to provide for housing in close proximity to planned commercial and mixed use development to the north, east, and south, and to provide a transition between those areas and the single-family residential areas and the middle school to the west. The Multi-Family Residential Medium Density designation would best accomplish these goals.

Several areas of Multi-Family Residential Medium Density development have been located along Littlerock Road. Two of these areas are close to the high school just west of Littlerock Road, and to a node of commercially designated land on the west side of Littlerock Road. Littlerock Road is anticipated to be a primary transit route in this area. It is important to provide a mixture of housing types close to these needed services. To accomplish this, Multi-Family Residential Medium Density areas are interspersed with Single Family Residential Medium Density along this portion of Littlerock Road. These areas contain existing multi-family and single family uses.

Where multi-family residential development abuts general commercial, landscaping, screening and buffering should be used to protect the residential development from possible adverse impacts and to visually separate the different uses.

Additional multi-family housing units will be provided close to employment centers through the designation of a Multi-Family Residential Medium Density area on the west side of the intersection of Tumwater Boulevard and Littlerock Road. This area currently is adjacent to a manufactured home park and other residential uses.

An area north of the Laurel Park mobile home park has been designated Multi-Family Residential Medium Density to help provide a variety of affordable housing types within the neighborhood.

An area west of Littlerock Road near the Black Hills High School has also been designated Multi-Family Residential Medium Density. This is a portion of a large area under one ownership and known as the Doelman farm. This property extends from Littlerock Road west to the Burlington Northern railroad corridor, and has received a mix of land use designations. These include Mixed Use, Multi-Family Residential High and Medium Density, Single Family Residential Low and Medium Density, Utilities and Public Institutional. In the past, this property has been a part of the

Doelman dairy farming operation, and has been used primarily for growing feed and winter cattle storage. Land use designations have been assigned to this property with the purpose of creating a framework for the development of a mixed use "village" which would provide a variety of housing types close to needed services, such as commercial establishments, a high school and a transit route along Littlerock Road.

To facilitate the development of the Doelman property according to this stated purpose, it is recommended that the multi-family designated portions of the property be developed as a planned unit development (PUD). It is also recommended that development near the several wetland areas and utility transmission corridors on the property also receive an overlay zone to ensure they are developed under PUD standards. The PUD standards require public hearings for any development that would be proposed for these areas. Clustering and density transfers using a PUD approach should be considered where limitations for development exist. This land, developed as a PUD, could be ideally suited for cluster construction of small lots with large open spaces of undeveloped area to preserve natural features and avoid siting residences close to high-voltage utility transmission lines.

Special attention should be paid during the design review process to maintaining a similar quality and appearance of construction throughout the "village" envisioned for the Doelman property.

Multiple access routes should be provided for automobile, transit, pedestrian and bicycle transportation into the Doelman property from Littlerock Road; 81st, 70th and 66th Avenues; and Kirsop Road to ensure adequate traffic circulation through the "village". Within the village, pedestrian and bicycle routes should be emphasized to encourage their use. Street patterns should provide for numerous circulation routes through the village, and should be designed to discourage automobile travel at speeds that are not compatible with safe pedestrian use. A pedestrian/bicycle trail should be encouraged in the Burlington Northern railroad corridor in the western portion of the property.

The Black Hills Subarea Transportation Plan was completed in 2003 through a joint effort between the Doelman family, the City of Tumwater, Thurston County, the Tumwater School District and nearby residents. This plan has been integrated into the Tumwater Transportation Plan and should be referenced for specific transportation recommendations for this particular area.

The Tumwater Strategic Plan and the Economic Development Plan should be also referenced for guidance regarding the future development of the Doelman properties.

All multi-family development in Tumwater should be subject to specific multi-family urban design standards, which would assure compatibility of the development with the surrounding neighborhoods.

7.6 Multi-Family Residential High Density (14-29 DU/Acre)

One area is designated Multi-Family Residential High Density in the neighborhood. That area is south of the high school (Public Institutional designation just west of Littlerock Road), and is a portion of a large area under one ownership known as the Doelman farm. This property extends from Littlerock Road west to the Burlington Northern railroad corridor, and has received a mix of land use designations. The portion of this property designated Multi-Family Residential High Density should receive a planned unit development (PUD) overlay zone to ensure its consistency with the overall development of this property and to avoid adverse impacts to wetland areas in this area. A PUD overlay zone would also allow clustering of housing units away from overhead high-voltage transmission lines which bisect this area. A more detailed discussion of policies for development of this property is contained near the end of the previous section, Multi-Family Residential Medium Density.

Multi-family development should be subject to specific multi-family urban design standards, which would assure compatibility of the development with the surrounding neighborhoods.

7.7 Mixed Use Designation

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 is recommended for a mixed use designation. This general area provides an excellent opportunity for Tumwater to create a mixed use urban village. An overlay zone was placed on part of this area in order to require a residential component to be a part of any commercial development. This overlay was applied as a result of the guidance from the Littlerock Road Subarea Plan. The Littlerock Road Subarea Plan should be referred to for more information on this Mixed Use zone overlay (see Section 3.3 on p.13 of the Plan). The Littlerock Road Subarea Plan provides detailed discussion of the

potential for this area, and its recommendations for land use designations in this area have been incorporated into this plan to ensure their implementation.

One other Mixed Use area is on the west side of Littlerock Road south of the Black Hills High School. This area is a portion of a large area under one ownership known as the Doelman farm. This property extends from Littlerock Road west to the Burlington Northern railroad corridor, and has received a mix of land use designations. This designation is included as part of this mix of land uses in order to provide and/or serve the needs of the surrounding neighborhood and to provide a variety of affordable housing. A more detailed discussion of policies for development of this property is contained near the end of a previous section, Multi-Family Residential Medium Density.

The Mixed Use designation provides an opportunity to develop areas in Tumwater that are transit oriented and pedestrian friendly while still accommodating automobiles, support small businesses and consumers, and provide affordable housing and quality community design. With construction techniques and creative site planning, it is very possible to provide fine, livable dwelling units that are next to, behind, or above commercial uses.

Mixed use areas, when developed with design and development guidelines, should be consistent with Section 2.2 of Chapter 2 of the Land Use Plan.

Mixed Use in this area should be developed with design and development guidelines. Incompatible uses such as industry, warehousing and distribution, chemical, noise generators and those uses that are heavily truck-dependent should be discouraged in this area.

7.8 General Commercial Designation

The areas along the west side of I-5 from the vicinity of the Trosper/Littlerock intersection to south of Tumwater Boulevard are designated General Commercial. These areas are characterized by the exposure to the freeway and the northern portion of this area already has intense commercial development including a Costco, Fred Meyer, Home Depot, Albertsons, Wal-Mart and a number of other smaller businesses.

An overlay zone was placed on some of the General Commercial properties between Israel Road and Tumwater Boulevard area in order to limit the size of commercial

buildings consistent with the Littlerock Road Subarea Plan. The Littlerock Road Subarea Plan should be referred to for more information on this General Commercial zone overlay (see Section 3.3 on p.13 of the Plan).

The Tumwater Economic Development Plan, adopted by the Tumwater City Council in November of 1990 (completely rewritten in 2010), the Tumwater Strategic Plan (2010), and the 1997 Littlerock Road Subarea Plan (substantially updated in 2006), laid the foundation for development in a majority of the area within the eastern portion of the Littlerock Neighborhood. These plans should be referred to for specific guidance and recommendations for the eastern portion of the Littlerock Neighborhood, particularly those areas located within the Littlerock Road Subarea.

The Tumwater Strategic Plan (2010-2014) has specific goals and action strategies for the eastern portion of the Littlerock Neighborhood. The following is an excerpt from the Plan:

The vision for this area is to create a mixed use “village” atmosphere that is 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, with commercial areas concentrated along I-5 to provide vibrant retail opportunities for Tumwater and surrounding residents.

The Tumwater Strategic Plan should be referred to for additional specific goals for this portion of the Littlerock Neighborhood (see Action Strategy “D” on p.19 of the Strategic Plan).

The Economic Development Plan provides guidance for the portion of the Neighborhood that is within the Littlerock Road Subarea. The following is an excerpt from the Economic Development Plan:

Capitol Boulevard and the Littlerock Road Subarea are important short-term economic development opportunities, as they are changing and hold significant potential for development and redevelopment. Both areas are located near entrances to the City from I-5 and their development will help to define Tumwater’s image in the region. City guidance and support via targeted infrastructure investment are important priorities of this Plan to ensure that these opportunities are fully realized.

The Economic Development Plan (2010) should be referenced for further recommendations in this neighborhood.

The Littlerock Road Subarea Plan stresses the importance of infrastructure improvements within the Littlerock Road Subarea. Some of these projects are already well underway, such as the Littlerock Road street and utility improvement project. The Tye Drive extension has been completed from Trospen Road to Bishop Road.

The Littlerock Subarea Plan should be referenced for further recommendations regarding future land use, infrastructure improvements, transportation, and implementation strategies in the eastern portion of this neighborhood.

In accordance with the guidance from the aforementioned plans, the properties along the west side of I-5, from the vicinity of the Tumwater Boulevard/I-5 intersection to the area in the vicinity of the Trospen Road/Littlerock Road intersection, have been designated General Commercial.

As commercial uses locate in this neighborhood, they should be designed so as to create as little impact as possible to residential uses on the west side of Littlerock Road. Please refer to the Littlerock Road Subarea Plan for recommendations regarding mitigation of commercial impacts on residential uses.

7.9 Neighborhood Commercial Designation

This designation is intended to provide small scale commercial services to surrounding residential areas to help reduce automobile trips and enhance neighborhoods. This designation has been applied to two properties located near the intersection of 70th Avenue and Kirsop Road. Currently an auto repair business is operating in this location on one of these properties. This Neighborhood Commercial location will likely become a focus of activity in the future as residential development continues in the area, raising the need for neighborhood commercial uses in the area. In the future the use at this site should transition to a more neighborhood oriented type of commercial use.

One other area designated Neighborhood Commercial is located at the northwest corner of Israel Road and Littlerock Road. This site has been developed in accordance with the requirements of the Neighborhood Commercial designation and zone district and currently has a number of small professional service businesses on the site.

Commercial uses in these areas should be buffered from adjacent residential development, using landscaping, walls, or other appropriate means. The intent of this buffering is to ensure that residential areas are not adversely impacted by noise, light, or traffic that may be associated with commercial development.

7.10 Light Industry Designation

The only area designated light industrial in the Littlerock Neighborhood is located south of the Bonneville Power Administration (BPA) transmission station at the northern end of Belmore Street. This area contains an existing industrial use next to the railroad tracks; a pipe manufacturing company. Due to the fact that Belmore Street is currently a dead end street, the site is currently accessed from 66th Avenue. The adjacent property to the north is also designated Light Industry. Belmore Street needs to be extended to 54th Avenue and/or Trosper Street. The Belmore Street connection will help to reduce impacts to established residential neighborhoods on 70th Avenue as trucks travel to and from the freeway system. It will also help to improve traffic circulation within the general area which is constrained by large areas of wetlands, the railroad tracks, and Black Lake. This connection has been a goal listed in the Tumwater/Thurston County Joint Plan before the area was annexed to Tumwater in 2008.

This industrial area has rail access, which is expected to continue to the north and could be advantageous to industrial development. The railroad tracks help to provide a buffer to the residential uses to the west; however, light industrial uses adjacent to residential areas also should be buffered from adjacent residential development using required setbacks, landscaping, walls or other appropriate means. The intent of this buffering is to ensure that residential areas are not adversely affected by noise, light, dust, traffic or other impacts that may be associated with industrial development.

7.11 Shoreline Environment Designation

The Shoreline Environment designation has been applied to areas subject to jurisdiction of the Shoreline Management Act along Trosper Lake to achieve consistency with the Shoreline Master Program. The shoreline regulations from this document take precedence when they are more restrictive than local zoning regulations. The Shoreline Master Program should be referenced for more specific land use recommendations and regulations for these areas.

7.12 Parks/Open Space Designation

The areas at the northwest and southeast ends of Miner Drive consist mainly of wetlands that drain into Trosper Lake and eventually into Percival Creek. Due to the critical areas present in these areas, uses other than open space would not be viable in these areas. These areas should continue to be preserved and protected as open space. The Parks/Open Space designation best achieves this goal.

7.13 Public/Institutional Designation

The Tumwater Middle School located on the west side of Littlerock Road south of the Bonneville Power easement has been designated Public/Institutional to reflect the current use of the site. Black Lake Elementary School (on Black Lake Belmore Road) and Black Hills High School have also been designated Public/Institutional. These uses are expected to continue for at least the next 20 years.

There are three cemeteries within the Littlerock Neighborhood located west of Littlerock Road, north of the Bonneville Power easement. These include Olympic Memorial Gardens that is privately owned and the Union and Calvary Cemeteries that are owned and maintained by the City. The Union and Calvary Cemeteries are in need of some type of restoration and improvement. A cemetery master plan has been completed for these properties to direct and clarify a restoration effort. These cemeteries are a valuable historical and cultural resource and should be preserved and maintained.

7.14 Utilities Designation

A segment of a Bonneville Power easement crosses the Littlerock Neighborhood south of the Olympic Memorial Gardens Cemetery in an east/west direction. Another set of power transmission lines traverse the western portion of the neighborhood in a north/south direction ending at the main Bonneville Power Administration substation on 54th Avenue (in the Trosper Neighborhood). These easements have been designated Utilities to reflect this use. The Utilities Plan will provide information on future utility improvements, if any, that are planned for this neighborhood.

A property west of Littlerock Road, south of Israel Road, has been designated Utilities to ensure consistency with the Utilities Plan. This property, owned by Puget Sound Energy, is the site of the Prine substation. Tumwater will work with Puget Sound

Energy to effectively plan for and implement the siting of electrical facilities while mitigating any potential impacts to the environment through the environmental review process. Future electrical facilities should be developed in accordance with the policies contained within the Utilities Plan.

7.15 Manufactured Home Park (6-9 DU/Acre)

There are two manufactured/mobile home parks within this neighborhood. In accordance with the goals of Growth Management Act and this Comprehensive Plan, these areas have been designated specifically for manufactured home parks in order to provide sufficient land for manufactured housing. The designation shall be applied to the Velkommen mobile home park and the Laurel Park mobile home park.

SE CAPITOL BOULEVARD NEIGHBORHOOD

Introduction

- Location
- Existing proportions of land uses
- Transportation/circulation
- Water and sewer availability
- County and Tumwater adjacent uses
- Supporting plans/documents

Single-Family Residential Low Density Designation (4-7 DU/Acre)

- Palermo neighborhood
- Area south of "V" Street, east of Elm Street
- Area east of Peter G. Schmidt Elementary School
- Area south of Dennis Street, east of Elm Street
- Area between "T" Street and "V" Street east of Bell Court

Single-Family Residential Medium Density Designation (6-9 DU/Acre)

- Areas east of Capitol Boulevard
- Areas west of Capitol Boulevard

Multi-Family Residential Medium Density Designation (9-15 DU/Acre)

- Area north of Peter G. Schmidt Elementary School
- Area between Thunderbird Village Mobile Home Park and Henderson Boulevard

Multi-Family Residential High Density Designation (14-29 DU/Acre)

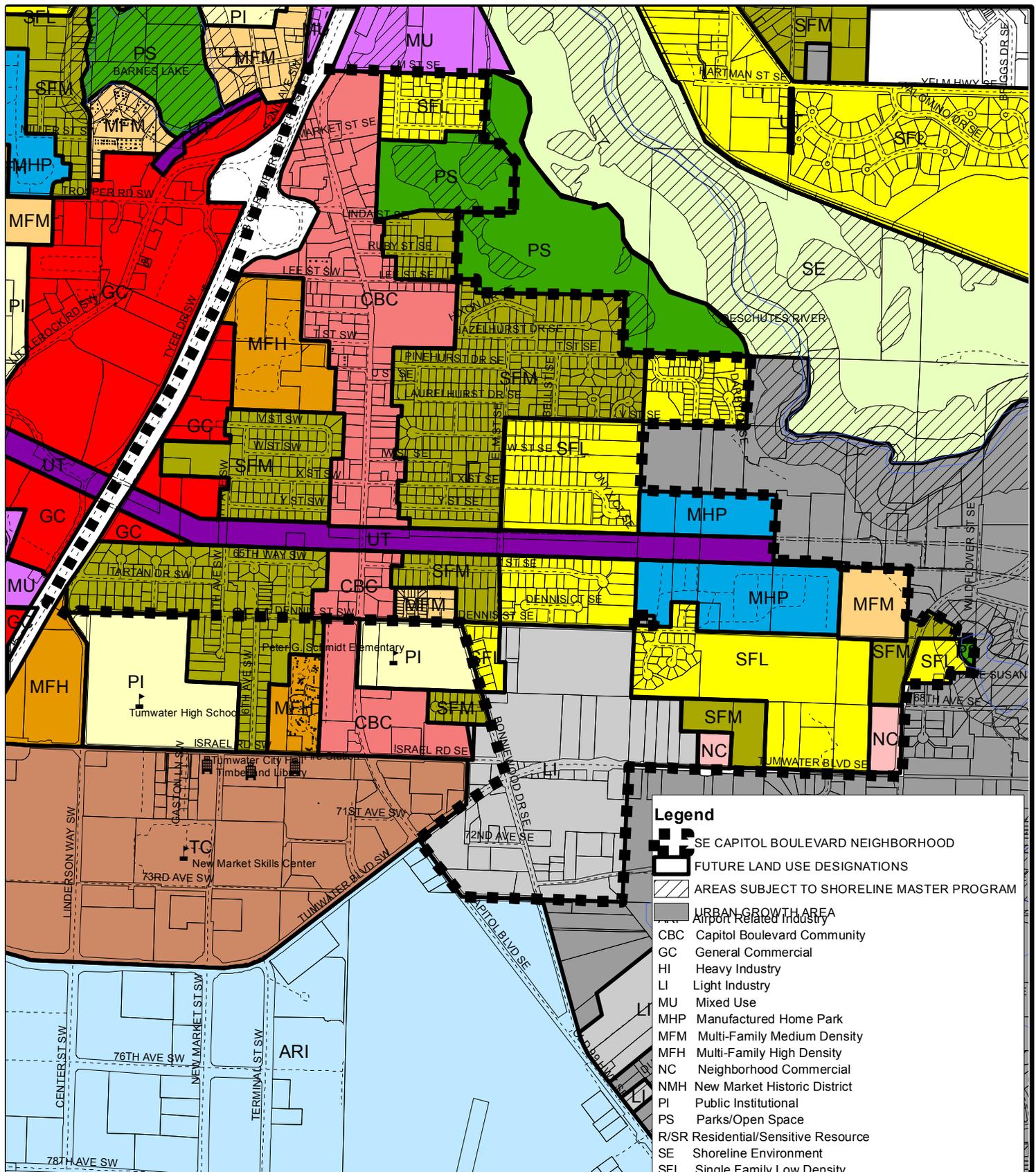
- Area south of Lee Street, west of Capitol Boulevard

General Commercial Designation

- Areas east of Linderson Way

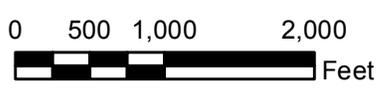
- Capitol Boulevard Community Designation**
 - _ Area along Capitol Boulevard from “M” Street to Israel Road
- Light Industrial Designation**
 - _ Area south of Dennis Street, along Bonniewood Drive
- Utilities Designation**
 - _ Bonneville Power easement
- Parks/Open Space Designation**
 - _ Deschutes Valley
- Neighborhood Commercial Designation**
 - _ Two locations near the eastern end of Tumwater Boulevard
- Manufactured Home Park (6-9 DU/Acre)**
 - _ Thunderbird Village mobile home park
- Plans Associated with the SE Capitol Boulevard Neighborhood**
 - _ Capitol Boulevard Corridor Plan
 - _ Transportation Plan
 - _ Parks and Recreation Plan
 - _ Economic Development Plan
 - _ Northern Thurston County Groundwater Management Plan
 - _ Conservation Plan
 - _ Tumwater Stormwater Comprehensive Plan Update
 - _ Drainage Design and Erosion Control Manual for Tumwater
 - _ Thurston Regional Transportation Plan
 - _ Cities of Lacey, Olympia & Tumwater Urban Trails Plan (partial)
 - _ Deschutes River Special Area Management Plan
 - _ Port of Olympia Comprehensive Plans

S.E. Capitol Boulevard Neighborhood Future Land Use



Legend

- SE CAPITOL BOULEVARD NEIGHBORHOOD
- FUTURE LAND USE DESIGNATIONS
- AREAS SUBJECT TO SHORELINE MASTER PROGRAM
- URBAN GROWTH AREA
Alphon Related Industry
- CBC Capitol Boulevard Community
- GC General Commercial
- HI Heavy Industry
- LI Light Industry
- MU Mixed Use
- MHP Manufactured Home Park
- MFM Multi-Family Medium Density
- MFH Multi-Family High Density
- NC Neighborhood Commercial
- NMH New Market Historic District
- PI Public Institutional
- PS Parks/Open Space
- R/SR Residential/Sensitive Resource
- SE Shoreline Environment
- SFL Single Family Low Density
- SFM Single Family Medium Density
- TC Town Center
- UT Utilities



1 inch = 1,278 feet

8. SE CAPITOL BOULEVARD NEIGHBORHOOD

8.1 Introduction

The SE Capitol Boulevard Neighborhood is located east of Interstate 5, south of "M" Street and north of the Olympia Regional Airport. The eastern boundary of the neighborhood generally follows the bluff overlooking the Deschutes River and includes the Thunderbird Mobile Estates mobile home park.

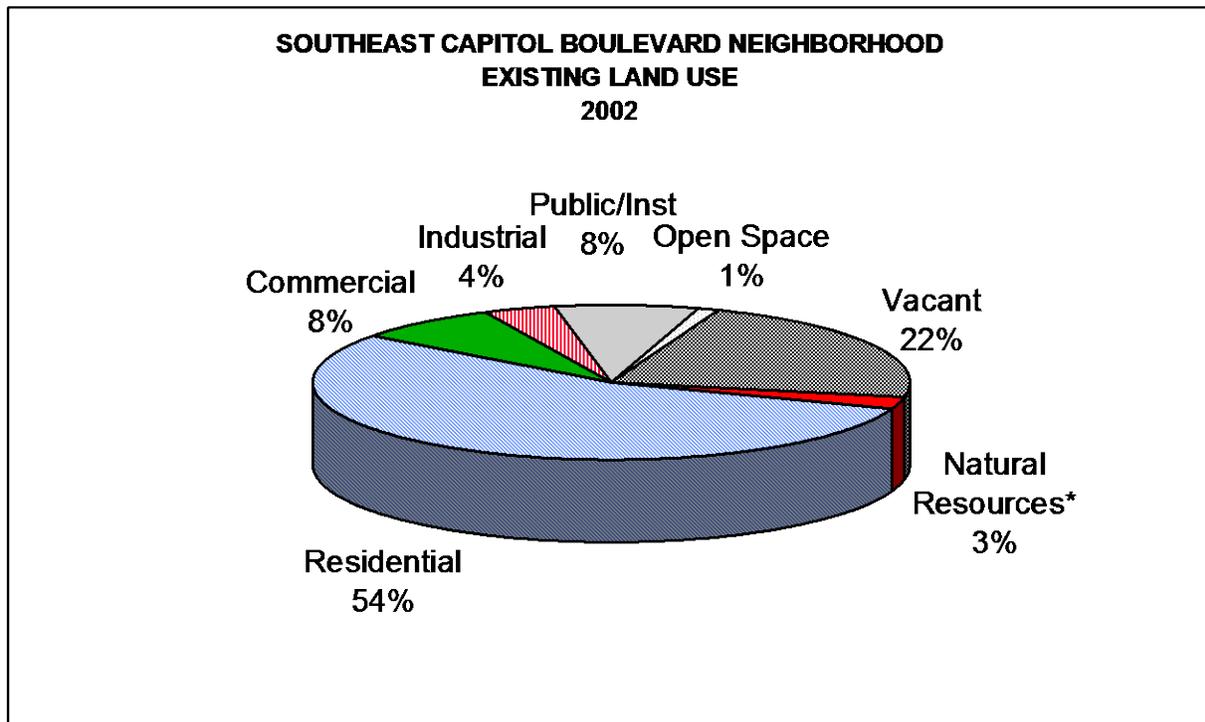


Figure 21

*Includes agriculture, forestry, and mining.

Source: Thurston Regional Planning Council (TRPC) Buildable Lands Database--Land Use by Planning Area.

Figure 21 illustrates the existing proportion of land uses in the SE Capitol Boulevard Neighborhood. Residential uses are by far the largest use. Most of the residential uses in this neighborhood consist of well-established, single-family homes with only a small proportion of higher density uses, such as apartments. Vacant land is the next most predominant use. Portions of the neighborhood are in the Airport Overlay Zone. Future development of land in the Airport Overlay Zone is subject to the overlay zone development standards in Chapter 18.32 of the Tumwater Zoning Code. The intent of

the overlay zone is to protect the viability of the Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users. The Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards.

Commercial uses consist mostly of businesses along Capitol Boulevard. Lastly, most of the industrial category consists of the Dart Container Corporation located at the corner of Israel Road and Bonniewood Drive.

Capitol Boulevard, which is classified as a major arterial in the Tumwater Transportation Plan, serves as the major transportation corridor in the SE Capitol Boulevard Neighborhood. Linderson Way, classified as a major collector, serves as an additional north-south corridor along the west side of the neighborhood. Israel Road, also classified as a major collector, provides east-west circulation in the neighborhood. Tumwater Boulevard, classified as a minor arterial, provides an additional east-west link in the neighborhood. Trooper Road and Lee Street also provide important east-west access to the SE Capitol Boulevard Neighborhood.

Sewer service is available to most areas of the SE Capitol Boulevard Neighborhood. Water service is available to all of the developed areas of this neighborhood.

The SE Capitol Boulevard Neighborhood has few limitations for development with the exception of the hillsides and ravines along the eastern edge of the neighborhood. There one finds steep, heavily wooded slopes and low-lying areas subject to flooding and seasonal high water tables, with severe settling problems from the under-lying geology, and soils offering severe limitations for roads, buildings, and septic tanks. This neighborhood also includes a small cluster of homes on the flood plain of the Deschutes River, off of "M" Street, known as the Palermo neighborhood. This area is subject to flooding and seasonal high water tables, has severe settling problems, and soils with severe limitations for roads, buildings, and septic tanks.

Land uses surrounding the SE Capitol Boulevard Neighborhood include residential and office/light industrial uses to the south, open space and rural residential uses to the east, Interstate 5 to the west and open space and commercial uses to the north. The proposed Tumwater Town Center is located to the southwest and will have a substantial impact on development within the neighborhood. This area is planned to be a major civic and employment center in Tumwater and will develop as Tumwater's central urban core.

The Olympia Regional Airport is located to the south and an airport overlay zone extends northerly from the airport to cover a portion of the SE Capitol Boulevard Neighborhood. New developments in the Airport Overlay Zone must comply with the standards of the overlay zone in addition to the standards of the underlying zoning district.

The Capitol Boulevard Corridor Plan, the Tumwater Strategic Plan and the Tumwater Economic Development Plan make—specific recommendations for the commercial area along Capitol Boulevard. These recommendations are outlined in more detail in the description of areas with the Capitol Boulevard Community designation.

The SE Capitol Boulevard Neighborhood is outside of the jurisdiction of the Deschutes River Special Area Management Plan. However, there are a few areas in the neighborhood that, if developed inappropriately, could have an adverse effect on the Deschutes River and the goals of Deschutes River Special Area Management Plan.

These special areas of concern include the bluffs overlooking the river and the Palermo residential neighborhood. The Palermo neighborhood is well established and unlikely to change in the near future. However, the bluffs overlooking the river are, for the most part, undeveloped. The Deschutes River Special Area Management Plan makes recommendations for this bluff area.

8.2 Single-Family Residential Low Density Designation (4-7 DU/Acre)

Several areas within the SE Capitol Boulevard Neighborhood are suitable for the Single-Family Residential Low Density designation because of constraints placed on the eastern portion of the neighborhood as a result of operations at the Olympia Regional Airport and constraints in the Deschutes River valley.

The Palermo neighborhood is an area of about 50 single family homes located in the northern part of the SE Capitol Boulevard Neighborhood, north of the Tumwater watershed in the Deschutes valley. This neighborhood should be preserved and protected and the Low Density Residential designation best accomplishes this goal.

The area east of Elm Street from East "V" Street to East Dennis Street has been designated Single-Family Residential Low Density. Portions of this area are located in the Airport Overlay Zone. The purpose of the overlay zone in Chapter 18.32 of the Tumwater Zoning Code is to protect the viability of Olympia Regional Airport as a

significant resource to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users. The Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards. New developments in the Airport Overlay Zone must comply with the standards of the overlay zone in addition to the standards of the underlying zoning district.

The area north of "V" Street, south of "T" Street, and east of Bell Court has been designated Single-Family Residential Low Density. This area is located on the bluff of the Deschutes River and is subject to environmental constraints including steep slopes and unstable soils. In light of this, a lower density residential designation would be appropriate for this area.

There are steep slopes and other environmental constraints along the eastern edge of these areas. Development should be of a lower density in these areas with strict development controls to insure a careful regard for inherent limitations of topography and to assure neighborhood compatibility.

The area surrounding the Thunderbird Villas mobile home park on the north, west, and south is appropriate for the Single Family Residential Low Density designation. This area is already bordered by some existing single family low density residential developments such as Silver Ridge on the west and the Monaco subdivision on the south. In addition the area contains some environmentally sensitive areas. Development in these areas should be of a lower density to ensure a careful regard for the sensitivity of the environment and to ensure neighborhood compatibility. For the most part, the airport overlay designation generally does not apply in this area.

The area south of Dennis Street, east of Peter G. Schmidt Elementary School, has been designated Single-Family Residential Low Density due to its location in the Airport Overlay Zone.

8.3 Single-Family Residential Medium Density Designation (6-9 DU/Acre)

The residential areas east of Capitol Boulevard, and north of Dennis Street, form a well-established and stable neighborhood in Tumwater. This area should and will remain residential in character, continuing to in-fill with residential uses on the good building sites that are still vacant. It is anticipated that over a twenty year time period, densities will increase in this area. In order to protect the quiet residential atmosphere, promote neighborhood stability and continuity and provide a variety of

affordable housing types, the Single-Family Medium Density designation would be appropriate for these areas. Portions of this area are located in the Airport Overlay Zone. The purpose of the overlay zone in Chapter 18.32 of the Tumwater Zoning Code is to protect the viability of Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users. The Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards. New developments in the Airport Overlay Zone must comply with the standards of the overlay zone in addition to the standards of the underlying zoning district.

Two areas, one located on Tumwater Boulevard, southeast of the Silver Ridge residential subdivision, and the other area on Henderson Boulevard northwest of the intersection of Henderson Boulevard and 68th Avenue SE, have been designated Single Family Medium Density. The close proximity to the businesses and job opportunities available in the Tumwater Town Center and the neighboring Neighborhood Commercial areas make both these areas logical locations for moderately dense single family homes.

The area located between Interstate 5 and Capitol Boulevard, north of Dennis Street and south of West "V" Street is also an area of well-established single-family homes. In order to protect the residential atmosphere, promote neighborhood stability and continuity and provide a variety of affordable housing types, the Single-Family Medium Density designation would be appropriate for this area.

Where commercial development is adjacent to residential areas, landscaping, screening and buffering should be used to protect the residences from possible adverse impacts. Existing trees and other vegetation and landscaping of aesthetic value should be preserved wherever possible. The overall intent of these measures should be to visually separate the residential from the commercial uses and aid in discouraging through traffic from using the residential streets.

There are approximately 90 homes (~200 residents) within the residential area that is accessed via West "X" Street. West "X" Street is the only access point for all of these homes. For health and safety reasons, as well as convenience for the residents of the neighborhood, a second access point to this particular neighborhood is necessary. 7th Avenue should be improved and connected between 65th Way and West "Y" Street either through a City project or when development occurs adjacent to the site. Steps should be taken to ensure the adjacent commercial uses to the west do not utilize this

road on a regular basis. Steps can include, but are not limited to, restricting the adjacent commercial access points on the 7th Avenue frontage to gated emergency access only. Additional recommendations for this area are contained within the Capitol Boulevard Corridor Plan.

The area south of the Bonneville Power easement, east of Linderson, should be preserved in order to buffer the residences to the south from commercial uses. This area contains mature trees and vegetation that would provide a suitable natural buffer.

Many of the single-family areas within the SE Capitol Boulevard Neighborhood will probably experience pressures for higher density in the future as the need for housing increases in this area of Tumwater as a result of the development of the Tumwater Town Center. The Tumwater Town Center will result in a significant increase in the number of people working in the area. These people will probably be interested in obtaining housing near where they work. It is expected that pressures for commercial conversion of property will decrease due to the availability of large areas of vacant commercially-zoned properties to the west along Littlerock Road.

8.4 Multi-Family Residential Medium Density (9-15 DU/Acre)

A 24 unit multi-family development (six four-plexes) is located north of the Peter G. Schmidt Elementary School on a two acre property. In 2013 the adjacent two acre property was developed with 24 townhomes by the Housing Authority of Thurston County. This area was designated Multi-Family Residential Medium Density to provide higher density residential near schools, services, and transportation routes (including bus service routes). Additionally, a 10 acre parcel of land located directly to the east of the Thunderbird Villa mobile home park on Dennis Street has been designated Multi-Family Residential Medium Density.

These two areas designated multi-family medium density will help to provide alternative housing types. Providing for a variety of housing options will help enable citizens of various income levels to find appropriate housing in the Tumwater area. These two areas are located in close proximity to possible job centers along Old Highway 99, at the Tumwater Town Center, and the New Market Industrial Campus. The intention of this location is to provide opportunities for housing close to places of employment, reducing the need for long, single-occupancy vehicle commute trips.

Multi-family development should be subject to specific multi-family urban design

standards, which would assure compatibility of the development with the surrounding neighborhoods.

8.5 Multi-Family Residential High Density Designation (14-29 DU/Acre)

The area located east of Linderson Way, south of Lee Street SW, is comprised of several apartment complexes. This area has been designated Multi-Family Residential High Density to reflect the current use of the area. This area is likely to continue to provide needed housing in Tumwater. Most of this area has been fully developed with dense multi-family apartment uses as planned.

8.6 Capitol Boulevard Community

Capitol Boulevard serves as the major commercial area in the SE Capitol Boulevard Neighborhood. Many types of commercial uses exist here including motels, fast food restaurants, auto parts stores, specialty stores and hardware stores. The Capitol Boulevard Community designation has been applied along the Capitol Boulevard corridor between “M” Street at the north and Israel Road at the south. The Capitol Boulevard Corridor Plan (2013) provides detailed guidance for future land uses, transportation projects, and development in both the public and private realms within the corridor. The corridor plan should be consulted and referenced along with this chapter of the Land Use plan.

The Capitol Boulevard Community designation has been applied to the properties currently occupied by the Washington State Department of Transportation, Region 3 located on the east side of Capitol Boulevard south of Lee Street. The Washington State Department of Transportation has indicated they may vacate this site in the future. The Capitol Boulevard Corridor Plan and the Tumwater Economic Development plan (2010) should be referenced for guidance related to this site.

The 2010 Tumwater Economic Development and Strategic Plans make the following recommendations for the Capitol Boulevard corridor:

“Support the transformation of Capitol Boulevard from Southgate to Town Center by pursuing opportunities to enhance the visual appeal of the corridor, improving the vehicular and non-vehicular transportation system, and encouraging business revitalization and site redevelopment.” [Economic Development Plan Goal #6C p.25]

“Capitol Boulevard: Redevelopment opportunities along this important corridor should be aggregated and promoted collectively, describing the attractive characteristics of the area, including access to I-5, commute volumes, and proximity to neighborhoods, as well as the community’s desire for a dynamic and walkable business district.” [Economic Development Plan p.33]

“Capitol Boulevard and the Littlerock Road Subarea are important short-term economic development opportunities, as they are changing and hold significant potential for development and redevelopment. Both areas are located near entrances to the City from I-5 and their development will help to define Tumwater’s image in the region. City guidance and support via targeted infrastructure investment are important priorities of this Plan to ensure that these opportunities are fully realized.” [Economic Development Plan p.61]

“Continue to invest in transportation improvements throughout the City, enhancing vehicular and non-vehicular access and addressing traffic flow. Create better bike and pedestrian connections to enable residents to more easily access businesses along Capitol Boulevard and at Town Center” [Strategic Plan p.11]

“While Capitol Boulevard functions as a major arterial, carrying heavy traffic around and through the City, there are opportunities to improve its visual appeal and economic functioning through infrastructure enhancement and the development of attractive places in key nodes near residential concentrations. Key strategies include identifying opportunity sites and supporting them through infrastructure investment, streetscape improvement and beautification efforts, and design standards.” [Strategic Plan p.16]

The Capitol Boulevard Corridor Plan implements the guidance and goals of both the Strategic Plan and the Economic Development Plan and should be consulted for guidance on land use and development within the Capitol Boulevard corridor.

Wherever commercial uses are being constructed adjacent to residential uses, there is a potential for incompatibility and conflict. Where commercial development is adjacent to residential areas, buffering that can include landscaping and screening should be used to protect the residences from possible adverse impacts. Existing trees, other vegetation and landscaping of aesthetic value should also be preserved wherever

possible. The overall intent of these measures should be to visually separate the residential from the commercial uses and aid in discouraging through traffic from using the residential streets.

8.7 General Commercial Designation

There is a commercial area in the SE Capitol Boulevard Neighborhood located east of Interstate 5 along Linderson Way. An earlier comprehensive plan from the 1960's foresaw multi-family development along Linderson Way, from Lee Street all the way to Israel Road. The lack of sewers was probably a factor in the potential development of this area, and residential development has not occurred. The impacts associated with Interstate 5, including noise and air pollution, may have helped to make Linderson Way, which borders directly on the freeway, less than desirable for residential development. Consequently, the area has been zoned Commercial. Presently, the area consists of mostly commercial warehousing uses.

The commercial areas along Linderson Way should be subject to enhanced buffering requirements and other techniques aimed at protecting the adjacent residential neighborhoods. Existing trees and vegetation in this buffer enhancement area should be retained whenever possible. Also, additional plantings should be called for in areas of the buffer which possess substandard buffering properties when development permits are issued. The Capitol Boulevard Corridor Plan should be reference for guidance on access to and from this area.

Because of obvious freeway-related air quality and noise impacts, these properties should be given a zone classification which will allow business/commercial uses which will not be detrimental to nearby residential development and may actually help to soften the freeway impacts. Extremely dense buffering and/or landscaping should be provided to protect the surrounding residential uses from possible impacts of the commercial land uses.

8.8 Light Industrial Designation

The area south of Dennis Street and east of Bonniewood Drive has been designated Light Industrial to reflect existing zoning and current land uses. Most of this area is vacant. However, the Dart Container Corporation located on the corner of Bonniewood Drive is the only manufacturing operation located in this area.

The Olympia Regional Airport has played an ever-increasing role in the development,

or lack of development, in this area. The main runway routes aircraft directly over the south end of this area, either taking off or landing, depending on the wind conditions. As a result, the noise impacts and possible safety hazards have made this area less than ideal for residential use. The land use trend has been away from residential use, especially in the areas closest to the runway. The Port of Olympia itself has purchased a large amount of property that was in the clear zone. They are likely to develop it for tree farming and associated uses. These properties could also be used as public open space.

Most of the area designated Light Industrial is in an area of special concern because it is part of the land over which aircraft fly when taking off or landing at the Olympia Regional Airport. Portions of this area are located in the Airport Overlay Zone. The purpose of the overlay zone in Chapter 18.32 of the Tumwater Zoning Code is to protect the viability of Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and reducing hazards that may endanger the lives and property of the public and aviation users. The Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards. New developments in the Airport Overlay Zone must comply with the standards of the overlay zone in addition to the standards of the underlying zoning district.

There is a stream/wetland south of Dennis Street on the eastern boundary of this area. Much of this area is under Port of Olympia ownership and it is unlikely to be developed intensively. However, should this area be developed with light industrial uses, existing wetland areas should be protected.

The area south of Dennis Street, where an industrial designation is adjacent to a residential area, should be buffered with landscaping and screening to protect the residences from possible adverse impacts. Existing trees and other vegetation with landscaping and aesthetic value should be preserved where practical. The intent of buffering Light Industrial uses from adjoining residential areas is to ensure that residential areas are not impacted by noise, light and glare, and truck traffic.

Additionally, industrial traffic generated as this area is developed should be restricted from accessing Dennis Street in order to protect residential uses along Dennis Street from traffic impacts.

8.9 Utilities Designation

A large segment of a Bonneville Power easement crosses the SE Capitol Boulevard Neighborhood from Interstate 5 east to Henderson Boulevard. This area has been designated Utilities to reflect this use. The Utilities Plan will provide information on future improvements, if any, that are planned for this easement. Future electrical facilities should be developed in accordance with the policies contained within the Utilities Plan. The Capitol Boulevard Corridor Plan should also be referenced for guidance regarding future land use of properties within this area.

8.10 Parks/Open Space Designation

The Tumwater water shed is an area, located south of the Palermo neighborhood in the Deschutes valley that is owned by the City of Tumwater. The area contains several wells and is an important open space resource in the City. The Parks/Open Space designation would best preserve this area.

Two small pocket parks are located in the SE Capitol Boulevard Neighborhood. “V” Street Park is located at the end of “V” Street, west of Capitol Boulevard. Palermo Park is located on “O” Street, east of Capitol Boulevard. These parks should be preserved. The Parks/Open Space designation best accomplishes this goal.

The Capitol Boulevard Corridor Plan and the Parks and Recreation Plan contains additional recommendations regarding parks, urban trails and open space in this neighborhood.

8.11 Neighborhood Commercial

This designation is intended to provide small scale commercial services to surrounding residential areas to help reduce automobile trips and enhance neighborhoods. This designation has been applied to two locations on Tumwater Boulevard. Surrounding residential development is likely to increase in density, raising the need for neighborhood commercial uses in the immediate area.

Commercial uses in this area should be buffered from adjacent residential development, using landscaping, walls, or other appropriate means. The intent of this buffering is to ensure that residential areas are not adversely impacted by noise, light, or traffic that may be associated with commercial development.

8.12 Manufactured Home Park Designation

There is one large mobile home park within this neighborhood. In accordance with the goals of providing a sufficient supply of land for manufactured homes, the Manufactured Home Park designation has been applied to the Thunderbird Village mobile home park located on the east end of Dennis Street.

DESCHUTES NEIGHBORHOOD

Introduction

- Location
- Existing proportions of land uses
- Transportation/circulation
- Water and sewer availability
- County and Tumwater adjacent uses
- Supporting plans/documents

Single-Family Residential Low Density Designation (4-7 DU/Acre)

- Area east of Henderson Boulevard, south of Yelm Highway
- Area west of Henderson Boulevard, south of Yelm Highway (The Farm)
- Area west of Cleveland Avenue, south of Yelm Highway

Single-Family Residential Medium Density Designation (6-9 DU/Acre)

- Areas east of Cleveland Avenue, north of Yelm Highway

Mixed Use Designation

- Area north of Cleveland Avenue, north of Ensley Lane

Neighborhood Commercial Designation

- Corner of North Street and Hoadly Street

Public/Institutional Designation

- Grange building on the corner of Yelm Highway and Henderson Boulevard

Utilities Designation

- Area south of Delta Lane/Yelm Highway/Cleveland Avenue/Hartman Street intersection

Shoreline Designation

- Deschutes River Special Area Management Plan

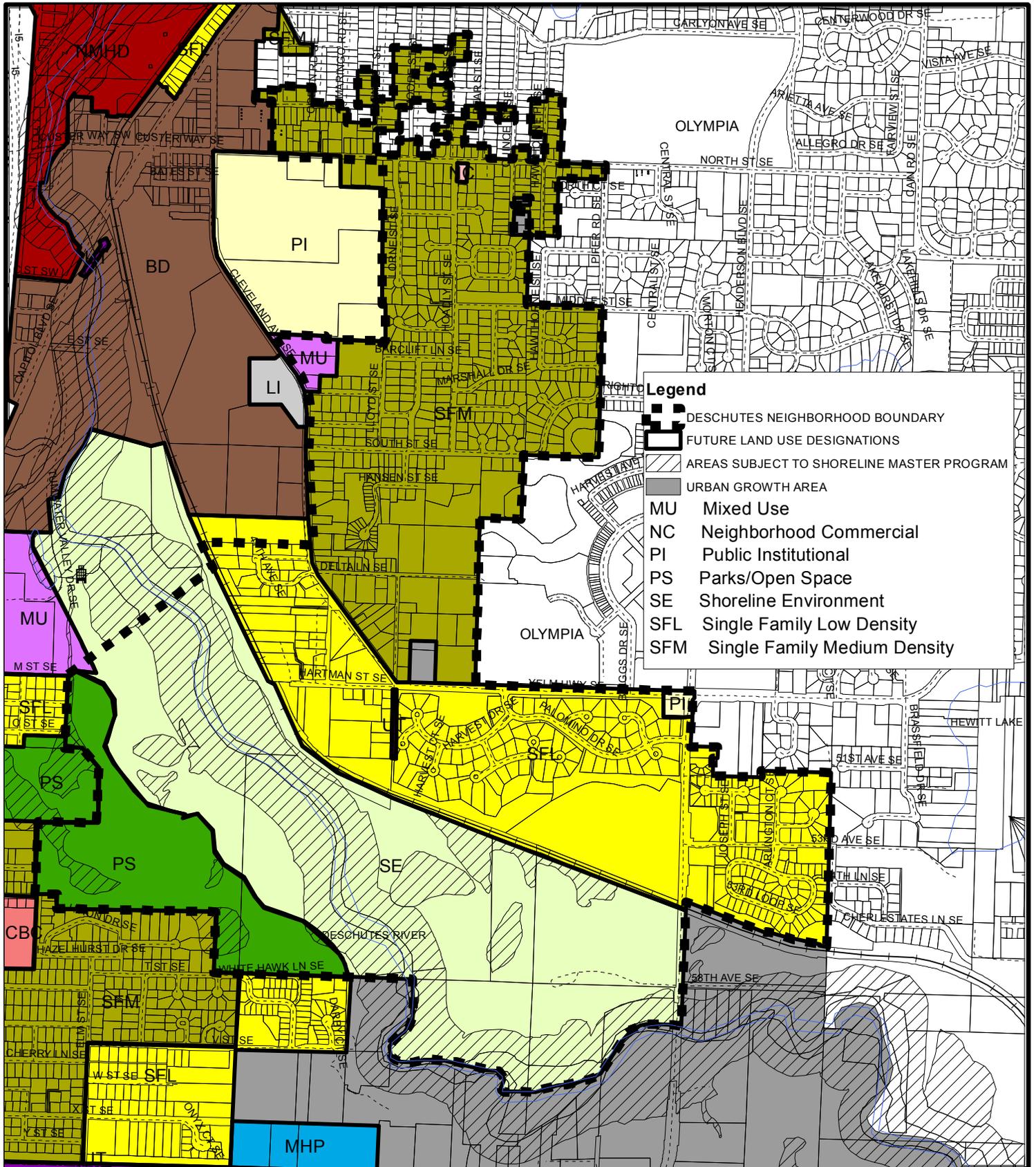
Parks/Open Space Designation

- Tumwater Valley golf course

Plans Associated with the Deschutes Neighborhood

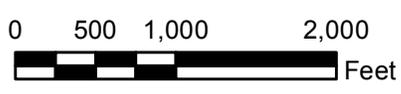
- Transportation Plan
- Parks and Recreation Plan
- Economic Development Plan
- Northern Thurston County Groundwater Management Plan
- Conservation Plan
- Shoreline Master Plan for the Thurston Region
- Deschutes River Special Area Management Plan
- Deschutes River Riparian Habitat Plan
- New Market Historic District Master Plan
- Tumwater Stormwater Comprehensive Plan Update
- Drainage Design and Erosion Control Manual for Tumwater
- Thurston Regional Transportation Plan
- 1992 Railroad Right of Way Preservation and Use Strategy for the Thurston Region

Deschutes Neighborhood Future Land Use



Legend

- DESCHUTES NEIGHBORHOOD BOUNDARY
- FUTURE LAND USE DESIGNATIONS
- AREAS SUBJECT TO SHORELINE MASTER PROGRAM
- URBAN GROWTH AREA
- MU** Mixed Use
- NC** Neighborhood Commercial
- PI** Public Institutional
- PS** Parks/Open Space
- SE** Shoreline Environment
- SFL** Single Family Low Density
- SFM** Single Family Medium Density



1 inch = 1,190 feet

Tumwater Community Development Department
June 30, 2014

9. DESCHUTES NEIGHBORHOOD

9.1 Introduction

The Deschutes Neighborhood is located in the northeastern area of Tumwater. The City of Olympia forms a complicated northern and eastern boundary and the bluffs of the Deschutes River and the County form the southern boundary. The dominant feature of this neighborhood is the Deschutes River valley. Recreation and open space uses, including Pioneer Park and the Tumwater Valley Municipal Golf Course, are the main uses in the valley. The northern and eastern portions of the neighborhood are composed mainly of single-family and duplex residential uses.

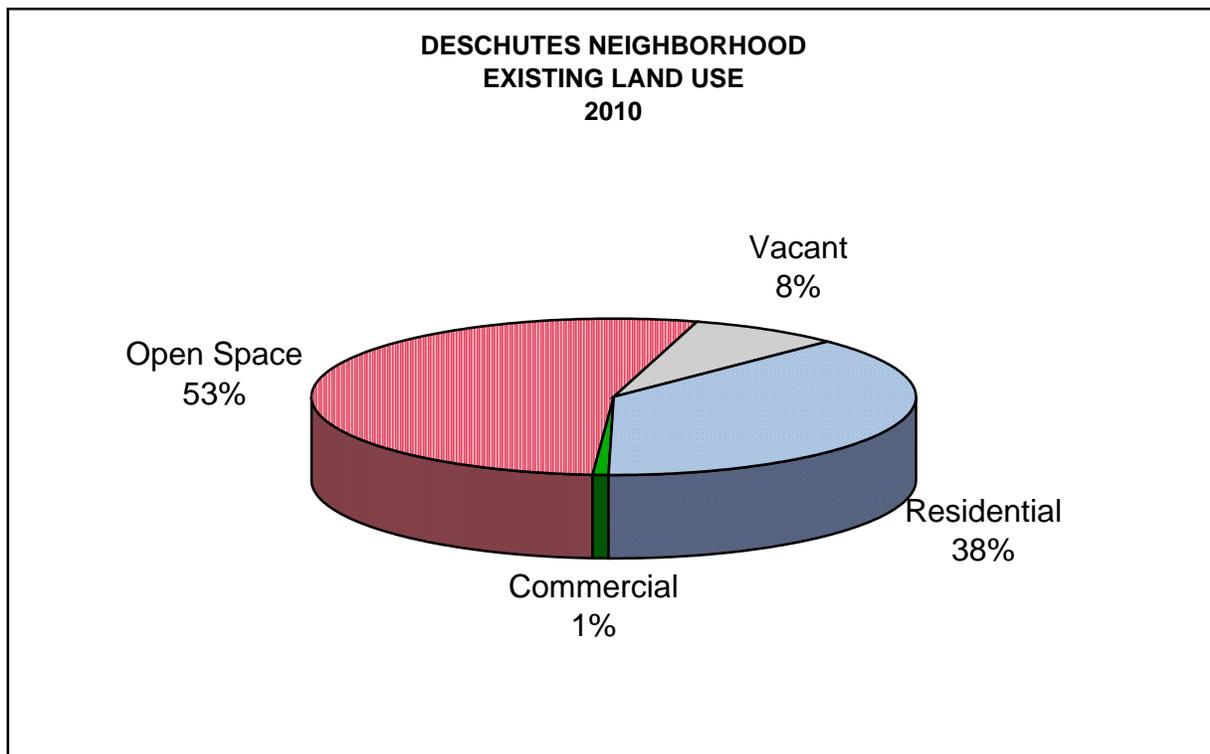


Figure 22.

Source: Thurston Regional Planning Council (TRPC) Buildable Lands Database--*Land Use by Planning Area July 2010 analysis.*

Figure 22 illustrates the existing proportion of land uses in the Deschutes Neighborhood. Open space and residential are the dominant land uses in the neighborhood at 53% and 38% respectively. The open space categories are taken up

mostly by the golf course and other areas along the Deschutes River including Pioneer Park. Vacant land covers approximately 8% of the neighborhood. Commercial uses at 1% consist of the small group of business on Cleveland Avenue north of Ensley Lane as well as a small neighborhood convenience store located at the corner of North Street and Hoadly Street.

Major roads in this area include Henderson Boulevard, Yelm Highway, Cleveland Avenue, and North Street which are classified as minor arterials. South Street and Hoadly Street are classified as major collectors.

Nearly all of the Tumwater valley is a flood plain for the Deschutes River, and consequently is very unsuitable for any but the lowest intensity of development. It is subject to frequent flooding and seasonal high water tables. It's rich, alluvial soils, although excellent for agricultural purposes, present severe limitations for roads, buildings, and septic tanks. Moreover, the underlying geology contributes to severe settling problems. The hillsides along the edge of the valley are generally steep and unstable, and also have soils with severe limitations for roads, buildings, and septic tanks. These problems are also present on the hillsides above Tumwater Falls and the Deschutes Basin.

Areas of potential slope instability and settlement within the Deschutes Neighborhood have been mapped by the State Department of Natural Resources. Structures located in such areas may experience settlement sufficient to cause failure. Those lands, identified within the planning area, that may be subject to some settlement are generally south of the railroad, while severe ground settlement may occur in a small area immediately north of the railroad.

Most of the Deschutes Neighborhood is well supplied with water and sewer, except for the homes along Delta Lane and Hartman Street. These have City water, but not sewer. As new, vacant lots are developed and in the event of annexations, improvements to the utilities in this area will become desirable.

The majority of the Deschutes River valley is within an aquifer sensitive area as designated by the North Thurston Groundwater Protection Plan. The City has several wells in the valley south of the Palermo neighborhood and on the Tumwater Valley Municipal Golf Course some of which were previously part of the well field for the Brewery.

The construction of the Valley Interceptor has resulted in improved availability of

sewer service to this neighborhood, especially in areas to the south.

To the north of the Deschutes Neighborhood are the Brewery Neighborhood, Capitol Lake and the City of Olympia.

Areas east of the neighborhood consist of large lot residential uses and former agricultural uses including the Briggs Nursery which is now being developed as a mixed use urban village in the City of Olympia. Mostly agricultural and large lot residential uses exist to the south of the Deschutes Neighborhood.

Portions of the neighborhood are in the Airport Overlay Zone. Future development of land in the Airport Overlay Zone is subject to the overlay zone development standards in Chapter 18.32 of the Tumwater Zoning Code. The intent of the overlay zone is to protect the viability of the Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users. The Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards.

9.2 Deschutes River Special Area Management Plan

The most influential supporting plan for the Deschutes Neighborhood is the Deschutes River Special Area Management Plan. This plan should be referenced for specific recommendations for areas in the Deschutes River valley and surrounding areas. The Deschutes River Special Area Management Plan supplements and amends the Shoreline Master Program for the Thurston Region. The "Use Regulations and Standards" of the plan are implemented under authority of the Washington Shoreline Management Act. The plan is an addition to zoning and other City of Tumwater regulations that apply to the area.

The Deschutes River Special Area Management Plan directly governs only the shorelines, as defined by the Act, which lie along the Deschutes River and within the City of Tumwater between Interstate 5 and Henderson Boulevard. However, recommendations are included for adjacent lands of special importance, including the remainder of the valley floor and overlooking bluffs, shorelines of other jurisdictions within the area, and Tumwater's portion of the Capitol Lake shoreline downstream from Interstate 5.

It should be noted that as of 2010 a new City of Tumwater version of the Shoreline

Master Program is being drafted and reviewed. This new plan will replace the Deschutes River Special Area Management Plan and Tumwater's adopted portions of the Shoreline Master Program for the Thurston Region. The City of Tumwater Shoreline Master Program should be referenced for recommendations regarding shorelines after its expected adoption date in late 2011.

9.2.1 Deschutes River Riparian Habitat Plan

The Deschutes River Riparian Habitat Plan recommends appropriate means for preserving, protecting, enhancing and restoring plant, fish and wildlife habitat associated with the Deschutes River. The Habitat Plan addresses existing and potential riparian habitat throughout the shoreline area from Henderson Boulevard to Interstate 5. It includes a study of the ecology of the river as an integrated unit. The plan includes elements addressing indigenous plants and animals, the hydrologic function of the river, river hydraulics, private and public access, water quality, channel migration, wetlands, a recommended planting list and maintenance provisions. The Deschutes River Riparian Habitat Plan should be referenced for further recommendations in this area.

It should be noted that as of 2010 a new City of Tumwater version of the Shoreline Master Program is being drafted and reviewed. This new plan will replace the Deschutes River Riparian Habitat Plan and Tumwater's adopted portions of the Shoreline Master Program for the Thurston Region. The City of Tumwater Shoreline Master Program should be referenced for recommendations regarding shorelines after its expected adoption date in late 2011.

9.3 Other Plan Recommendations

The 1992 Railroad Right-of-Way Preservation and Use Strategy for the Thurston Region contains recommendations for the Union Pacific rail line that runs through the Deschutes valley. The plan indicated that in 1992 this line received heavy use and was not in danger of being abandoned. Due to the closure of the brewery, a more current assessment of this particular line should be done and used to help guide decisions on future uses for this railroad line.

9.4 Single-Family Residential Low Density (4-7 DU/Acre)

The residential neighborhood located west of Henderson Boulevard and south of the Yelm Highway, also known as the Farm, is an area of large, well-established single-

family homes. The existing quiet residential atmosphere should be protected by the Single-Family Low Density designation.

The small residential neighborhood located east of Henderson Boulevard on 53rd Avenue, including Arlington Estates and the Ridge at Clearwater, is a quiet residential area that should be preserved. The Single-Family Low Density designation is appropriate for this area given the existing land use.

The area south of the Farm and north of the railroad tracks has severe limitations for development. It is probable that, with the availability of sewer and water to the area on the valley floor below the Farm, development pressures will occur. Residential development in this area could take place through clustering as recommended in the Tumwater Conservation Plan. Because the majority of the area near the Deschutes River is protected by the stringent land use regulations of the Shoreline Management Act, this area would not meet the criteria required for application of the Residential/Sensitive Resource designation.

Areas west of Cleveland Avenue and south of Yelm Highway have been designated Single-Family Low Density to reflect the current use of the area. It is unlikely that higher densities could be supported in this area due to steep slopes and the proximity of the area to the Deschutes River valley. Portions of this area are located in the Airport Overlay Zone. The purpose of the overlay zone in Chapter 18.32 of the Tumwater Zoning Code is to protect the viability of Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users. The Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards. New developments in the Airport Overlay Zone must comply with the standards of the overlay zone in addition to the standards of the underlying zoning district.

9.5 Single-Family Residential Medium Density (6-9 DU/Acre)

The residential areas east of Cleveland Avenue and north of Yelm Highway form a well-established and stable neighborhood in Tumwater. This area should and will remain residential in character, continuing to in-fill with residential uses on the good building sites that are still vacant. It is anticipated that over a twenty year time period densities will increase in this area. In order to protect the quiet residential atmosphere, promote neighborhood stability and continuity and provide a variety of affordable housing types, the Single-Family Medium Density designation would be

appropriate in this area.

9.6 Mixed Use

The properties north of Ensley Lane which are currently occupied by a credit union, dental clinic, chiropractic center and insurance company are designated mixed use. These uses should be allowed to continue. The Mixed Use designation would allow this to occur. Any expansion or replacement of existing buildings in this area should be of a scale and appearance that is compatible with, and adequately buffered from, the adjoining residential area. If the SEPA analysis during development review discloses a greater need for buffering than is required by the existing City landscaping ordinance, then the SEPA responsible official should issue appropriate SEPA conditions to address these concerns.

Mixed use areas, when developed with design and development guidelines, should be consistent with the objectives and goals of Section 2.2 of Chapter 2 of the Land Use Plan.

New development in the above-mentioned areas should take place with strict land use controls and design standards. Incompatible uses such as industry, warehousing and distribution, chemical, noise generators and those uses that are heavily truck-dependent should not be permitted.

9.7 Neighborhood Commercial

The neighborhood store on the corner of Hoadly and North Streets, which provides a day to day service for residents in the surrounding area has been designated Neighborhood Commercial to protect and encourage the present use of the site. This area has been designated Neighborhood Commercial, in part to provide for less intensive commercial uses and to help minimize traffic conflict and circulation problems which have affected this area. The development of additional commercial areas along North Street would not be appropriate due to limitations for traffic circulation and the residential character of the area.

The Neighborhood Commercial designation would allow neighborhood scale retail uses, personal services and professional offices in residential areas where local demand, community support and design solutions demonstrate compatibility with the neighborhood.

In any area where commercial development is adjacent to residential areas, landscaping, screening and buffering should be used to protect the residences from possible adverse impacts. Existing trees and other vegetation with landscaping and aesthetic value should be preserved where practical. Whenever local commercial development is located adjacent to major streets, ingress and egress should be from the lesser of the intersecting arterials. The intent of buffering Neighborhood Commercial uses from adjoining residential areas is to ensure that residential areas are not impacted by noise, light and glare, and excessive traffic.

Provision of urban plazas and access to transit stops should be encouraged when new construction or major renovation is proposed. Incentives for providing such amenities should be sought.

9.8 Public/Institutional Designation

There is presently a grange building on the corner of Yelm Highway and Henderson Boulevard that has not been utilized in quite some time. The Washington State Grange organization has been actively marketing the property for sale for the last few years. The building is quite old and appears to be deteriorating at a rapid pace. The future land use of this site should be reconsidered in the near future.

9.9 Utilities Designation

A small area south of Delta Lane/Yelm Highway/Cleveland Avenue/Hartman Street intersection has been designated Utilities. Future utility facilities should be developed in accordance with the policies contained within the Utilities Plan.

9.10 Shoreline Environment Designation

The Shoreline Environment designation has been applied in the Deschutes Neighborhood in an attempt to achieve consistency with the existing Shoreline Jurisdiction designations as outlined in the Deschutes River Special Area Management Plan and the Shoreline Master Program for the Thurston Region. Areas designated Shoreline Jurisdiction duplicate the presently mapped boundary of the Deschutes River Special Area Management Plan. The shoreline regulations from the Shoreline Master Program for the Thurston Region take precedence when they are more restrictive than local zoning laws. All uses within the boundary of the Deschutes River Special Area Management Plan are subject to these regulations. The Deschutes River Special Area Management Plan should be referenced for more specific land use

recommendations and regulations for this area.

It should be noted that as of 2010 a new City of Tumwater version of the Shoreline Master Program is being drafted and reviewed. This new plan will replace the Deschutes River Special Area Management Plan and Tumwater's adopted portions of the Shoreline Master Program for the Thurston Region. The City of Tumwater Shoreline Master Program should be referenced for recommendations regarding shorelines after its expected adoption date in late 2011.

9.11 Parks/Open Space

The area west of the Deschutes River and east of the Palermo neighborhood presently has the Parks/Open Space designation applied to it. At this time, a portion of the site is used as a golf course. The Parks/Open Space designation is appropriate for this area given the constraints to development due to steep slopes and the proximity of the area to the Deschutes River valley. The use of the site as a golf course is likely to continue. However, should development be proposed in this area, special care should be taken to use the established tree preservation and replacement requirements in the Tumwater Municipal Code to minimize impacts to steep slopes and to buffer development of the subject property from adjoining residential areas.

Portions of this area are located in the Airport Overlay Zone. The purpose of the overlay zone in Chapter 18.32 of the Tumwater Zoning Code is to protect the viability of Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users. The Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards. New developments in the Airport Overlay Zone must comply with the standards of the overlay zone in addition to the standards of the underlying zoning district.

There are several parks and open space areas that are within the Deschutes River Special Area Management Plan. Those within the Deschutes Neighborhood include:

- Tumwater Valley Municipal Golf Course - an eighteen hole golf course open to the public, with a driving range, pro-shop, and restaurant. The golf course doubles as the site of the municipal well field.
- Pioneer Park - an 85 acre City-owned regional park west of Henderson

Boulevard.

The Deschutes River Special Area Management Plan should be referenced for specific recommendations and policies for parks and open space in areas that are under shoreline jurisdiction.

It should be noted that as of 2010 a new City of Tumwater version of the Shoreline Master Program is being drafted and reviewed. This new plan will replace the Deschutes River Special Area Management Plan and Tumwater's adopted portions of the Shoreline Master Program for the Thurston Region. The City of Tumwater Shoreline Master Program should be referenced for recommendations regarding shorelines after its expected adoption date in late 2011.

TUMWATER HILL NEIGHBORHOOD

☐ Introduction

- Location
- Existing proportions of land uses
- Transportation/circulation
- Water and sewer availability/environmental constraints
- Uses adjacent to Tumwater Hill Neighborhood
- Supporting plans/documents

☐ Residential/Sensitive Resource Designation (2-4 DU/Acre)

- Area north of Sapp Road, east of RW Johnson Boulevard, south of Somerset Hill Drive, west of Crosby Boulevard

☐ Single-Family Residential Low Density Designation (4-7 DU/Acre)

- South slope of Tumwater Hill
- Woodland Drive area
- Area south of Linwood Avenue

☐ Single-Family Residential Medium Density Designation (6-9 DU/Acre)

- Firland development west of RW Johnson Boulevard, south of Mottman Road
- Area south of Somerset Hill Drive, west of RW Johnson Boulevard
- Somerset Hill Drive, west of Crosby Boulevard
- Area west of Interstate 5
- Simmons Mill development north of Sapp Road along RW Johnson Boulevard

☐ Multi-Family Residential Medium Density Designation (9-15 DU/Acre)

- Breckenridge development
- Somerset Hill development

- Multi-Family Residential High Density Designation (14-29)**
 - Area south of Highway 101, east of the Crosby Boulevard interchange
 - Area south of Somerset Hill Drive, west of Crosby Boulevard

- Neighborhood Commercial Designation**
 - Old City Hall area
 - Area at the intersection of Barnes Boulevard and Crosby Boulevard

- General Commercial Designation**
 - Area east of RW Johnson Boulevard
 - Mottman Road interchange
 - Area east of Percival Creek, north of Mottman Road

- Light Industrial Designation**
 - Area south of 21st Avenue Southwest, north of Percival Creek
 - Area south of Percival Creek, east of RW Johnson Boulevard

- Utilities Designation**
 - Puget Sound Energy easement
 - Puget Sound Energy substation west of 7th Street, south of Ferry Street

- Shoreline Designation**
 - Percival Creek/Black Lake Drainage Ditch north of Mottman Road, Middle Reach

- Public/Institutional Designation**
 - Tumwater Hill Elementary School
 - "C" Street water tanks
 - Mottman Hill water tank
 - Linwood property
 - Mottman stormwater detention pond
 - Thurston County Juvenile Department and Youth Service Center

- National Guard Armory at the corner of Linwood Avenue and 4th Avenue

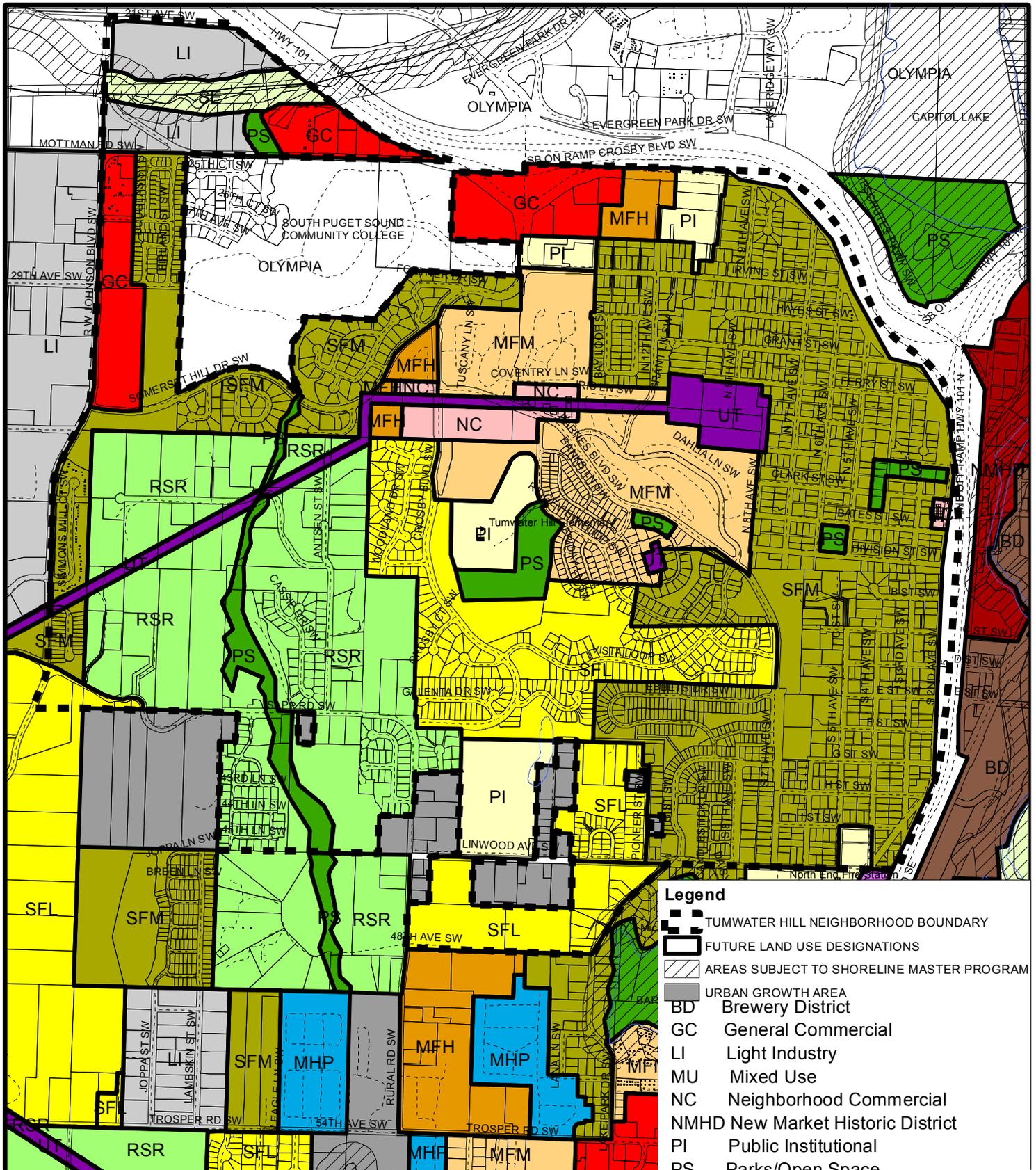
☐ Parks/Open Space Designation

- Overlook Point Park
- Tumwater Hill Park
- Desoto Canyon
- 5th and Hayes Street Park
- Percival Creek north of Mottman Road
- Percival Creek south of City of Olympia, north of Sapp Road
- 5th and Bates Street property

☐ Plans Associated with the Tumwater Hill Neighborhood

- Transportation Plan
- Parks and Recreation Plan
- Economic Development Plan
- Northern Thurston County Groundwater Management Plan
- Conservation Plan
- Shoreline Master Plan for the Thurston Region
- Percival Creek Basin Plan
- Tumwater Stormwater Comprehensive Plan Update
- Drainage Design and Erosion Control Manual for Tumwater

Tumwater Hill Neighborhood Future Land Use



- Legend**
- TUMWATER HILL NEIGHBORHOOD BOUNDARY
 - FUTURE LAND USE DESIGNATIONS
 - AREAS SUBJECT TO SHORELINE MASTER PROGRAM
 - URBAN GROWTH AREA
 - BD Brewery District
 - GC General Commercial
 - LI Light Industry
 - MU Mixed Use
 - NC Neighborhood Commercial
 - NMHD New Market Historic District
 - PI Public Institutional
 - PS Parks/Open Space
 - SE Shoreline Environment
 - SFL Single Family Low Density
 - SFM Single Family Medium Density

0 500 1,000 2,000
Feet



1 inch = 1,263 feet

Tumwater Community Development Department
June 30, 2014

10. TUMWATER HILL NEIGHBORHOOD

10.1 Introduction

The Tumwater Hill Neighborhood is located in the northwestern part of Tumwater generally south of Highway 101, east of RW Johnson Boulevard, west of Interstate 5 and north of Linwood Avenue and Sapp Road with the exception of a small area south of Linwood Avenue. This is one of the oldest neighborhoods in the City. Commanding views of Capitol Lake and the Tumwater Valley distinguish the area. The Tumwater Hill Neighborhood received a large proportion of new residential development in Tumwater in the 1990s, including several large multi-family developments.

Figure 23 illustrates the proportion of existing uses in the neighborhood. The designations of existing uses are based on the categories of land use developed for the inventory and are not related to the designations of the Land Use Plan which are intended to guide development for the twenty year planning period.

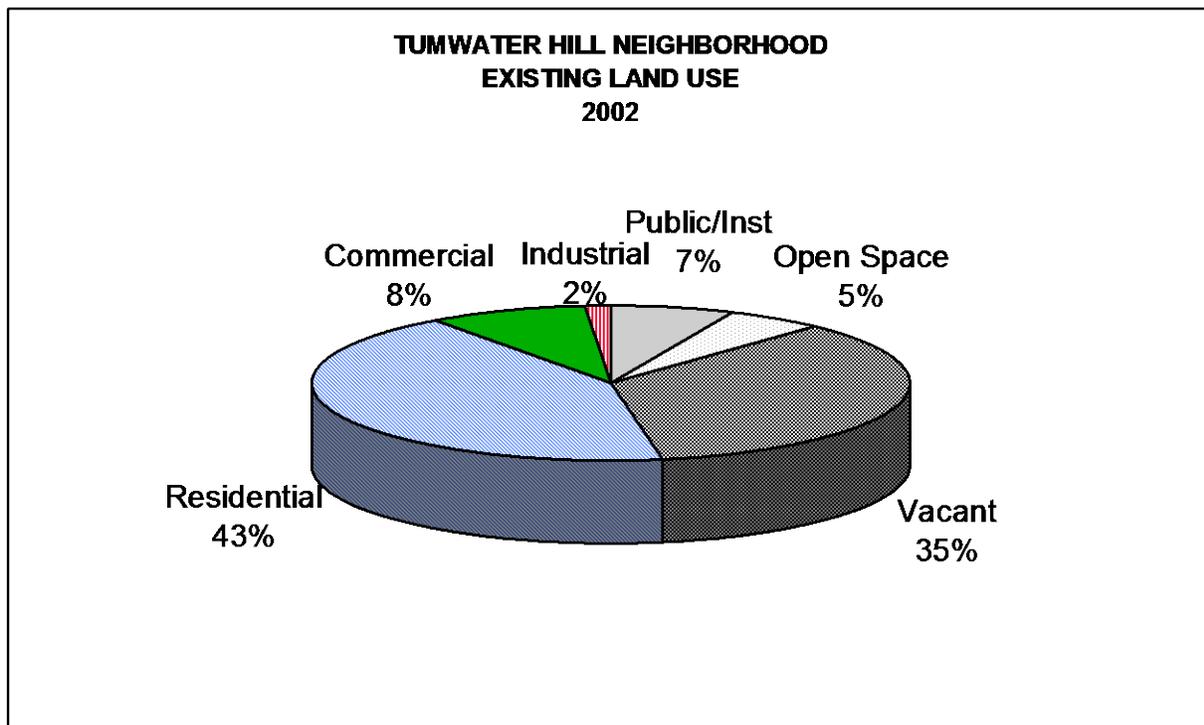


Figure 23

Source: Thurston Regional Planning Council (TRPC) Buildable Lands Database--*Land Use by Planning Area*.

Residential is the most dominant use at 43%. Residential uses in this neighborhood consist of a diverse mixture of multi-family, single-family and duplex uses. As the graph indicates, vacant land is the second largest category. Much of this land is on Tumwater Hill. There are also large areas of vacant land in the southern area of the neighborhood. The public institutional category at 7% is comprised of such uses as water tanks, stormwater detention ponds and other municipal facilities. Commercial (8%) and industrial uses (2%) consist of small, scattered commercial areas and an industrial area that is part of the Mottman Industrial Park.

One of the most important improvements recommended by the Northwest Quadrant Traffic Study is the extension of Crosby Boulevard to Sapp Road. This extension is expected to affect land use and development in the Tumwater Hill Neighborhood considerably. Work on the extension is expected to begin in the near future.

Circulation routes in the Tumwater Hill Neighborhood consist of Mottman Road, RW Johnson Boulevard, Sapp Road, Linwood Avenue, 7th Avenue, Barnes Boulevard, Ferry Street and Irving Street, which are all classified as major collectors. 2nd Avenue, which parallels Interstate 5, is classified as a minor-arterial.

A potentially important impact of development in the Tumwater Hill Neighborhood would be an increase of traffic volume on streets within the Tumwater Hill area. Current traffic patterns and flows should be studied so that it will not be a detriment to the livability of the neighborhood. Streets should be designed to allow all lot owners adequate access to their properties without encouraging outside commercial traffic.

Most of the developed portion of this neighborhood is well provided with water and sewer lines. Some improvements may be anticipated for the future when capacity needs increase as new vacant lots are built on, and as land west of the hill is developed.

The Tumwater Hill Neighborhood is dominated by Tumwater Hill which has significant land capability problems including steep slopes (grades of 15% - 35% and up) with underlying geology that contributes to severe slope instability on its western, southern and northeastern slopes. On all sides the hill also has soils or bedrock exposures with severe limitations for buildings, roads, and septic tanks. Soil types also pose limitations for septic tanks along the foot of the hill, but these limitations can be overcome through the provision of sewers.

Because the Tumwater Hill area possesses a unique view of the surrounding

Tumwater environment, efforts should be made to protect and enhance this valuable resource. Building heights and landscaping heights should be carefully checked in order to protect the scenic view for the citizens already living in this area. This unique area may require different height standards than others that do not have the same view opportunities.

A northern portion of the neighborhood, which is located within the City of Olympia, should be recognized as an area that could have a substantial impact on surrounding City of Tumwater properties. The City should take every opportunity to be aware of project development on the Olympia properties and to participate in project review to insure that Tumwater interests are continually protected.

To the west of the Tumwater Hill Neighborhood is the Mottman Industrial Park that is in the Mottman/Black Lake Neighborhood. Mostly vacant and large lot residential uses exist to the south within the Troser Neighborhood. To the east of the Tumwater Hill Neighborhood are Interstate 5 and the Deschutes River.

The Tumwater Hill Neighborhood has a number of parks, open space, and other areas that may be suitable for a parks and open space designation. The Tumwater Parks and Recreation Plan makes specific reference to these areas within the Tumwater Hill Neighborhood and should be referenced for further details and recommendations.

10.2 Residential/Sensitive Resource (2-4 DU/Acre)

The area north of Sapp Road, east of RW Johnson Boulevard, south of Somerset Hill Drive, west of Crosby Boulevard, has been designated Residential/Sensitive Resource (2-4 DU/Acre) to ensure that the unique open space character and environmental sensitivity of Percival Creek is protected from the effects of intensive urban development. Most of Percival Creek lacks sufficient stream flow to be under the protection of the Shoreline Management Act; and, therefore, lacks the special protection measures afforded by the Act. However, Percival Creek connects two areas of the City that are under the protection of the Shoreline Management Act: Troser Lake and the Black Lake Drainage Ditch/Percival Creek Lower Reach. Areas in the 100 year flood plain have been designated Parks/Open Space to ensure consistency with the Tumwater Conservation Plan. Areas outside of the 100 year flood plain, however, should receive a land use designation that would be low intensity yet still allow for development to be developed on sanitary sewer in order to protect Percival Creek itself and the groundwater in the area.

10.3 Single-Family Residential Low Density Designation (4-7 DU/Acre)

The south slope of Tumwater Hill is affected by severe topographic, geologic, and soil limitations for roads and development. Strict controls will be needed if hillside development is to safely occur. Without them, there will be an extreme hazard of slides, erosion, and consequent siltation downstream. Because of these environmental hazards, the overall intensity of development on these hillsides will have to remain quite low in order to minimize the need for the removal of trees and ground cover, terracing, major road projects, or other significant slope disturbances. Although this area is subject to environmental hazards from steep slopes and soil erosion, it does not meet several of the criteria needed for the application of the Residential/Sensitive Resource designation (2-4 DU/Acre). Consequently, the Single-Family Low Density designation would be appropriate for this area.

The area in the vicinity of Woodland Drive has been designated Single-Family Low Density to reflect the current use of the site.

The area generally south of Linwood Avenue and east of Sapp Road may be best suited for a low density zone classification to conform to the predominant current use of the land. Care must be taken, however, to include adequate screening and buffering as an integral part of the development of the higher density residential property to the south of this property so that the homes in the area can be reasonably protected from the possible adverse impacts of intensive development near them.

10.4 Single-Family Residential Medium Density Designation (6-9 DU/Acre)

The area east of RW Johnson Boulevard, south of Mottman Road, is known as the Firland development. This development consists of mostly new houses on small lots. Phase II of the Firland subdivision has been constructed east of RW Johnson Boulevard and south of Somerset Hill Drive. The Single-Family Medium Density best reflects the existing and proposed use of this area. Existing and future residential uses in this area should be protected from impacts from industrial uses through the use of buffering and other means where possible. Additionally, truck traffic should be discouraged from traveling through these residential areas.

The area of Somerset Hill Drive, west of Crosby Boulevard, is a well-established, single-family neighborhood with some duplex development. The Single-Family Medium Density designation would best reflect the current use of this area and would allow for possible future infill that is compatible with the existing neighborhood. Areas

adjacent to the Parks/Open Space designation of Percival Creek would not meet the criteria established for application of the Residential/Sensitive Resource Designation (2-4 DU/Acre).

The residential areas of the Tumwater Hill Neighborhood west of Interstate 5 form a well-established and stable neighborhood in Tumwater. This area should and will remain residential in character, continuing to in-fill with residential uses on the good building sites that are still vacant. It is anticipated that, over a twenty year time period, densities will increase in this area. In order to protect the quiet residential atmosphere, promote neighborhood stability and continuity, and provide a variety of affordable housing types, the Single-Family Medium Density designation would be appropriate in this area.

10.5 Multi-Family Residential Medium Density Designation (9-15 DU/Acre)

The Tumwater Hill Neighborhood possesses several recently constructed apartment developments. These include Breckenridge, located at the northeast corner of Barnes Boulevard and Crosby Boulevard; Somerset Hill, located at the top of Tumwater Hill on both sides of Barnes Boulevard; and Westridge, located east of Somerset Hill Drive and west of Crosby Boulevard. The Multi-Family Medium Density designation at a maximum density of 15 dwelling units per acre would be appropriate for this area given existing uses, and environmental and infrastructure constraints of the surrounding area.

It is recommended that undeveloped areas with the Multi-Family Medium Density designation be subject to design standards to ensure that multi-family development is compatible with existing and surrounding neighborhoods, and to provide guidelines for innovative land use management techniques. Sections 2.2.4 and 2.2.5 of the Land Use Plan address the issue of design standards.

10.6 Multi-Family Residential High Density Designation (14-29 DU/Acre)

The area south of Highway 101, east of the Crosby Boulevard interchange, is well suited to the Multi-Family High Density designation due to its proximity to the freeway and existing and proposed uses on the site. Provision of urban plazas and access to transit stops should be encouraged when new construction or major renovation is proposed in this area. Incentives for providing such amenities should be sought. The area south of the intersection of Crosby Boulevard and Somerset Hill Drive has also been designated Multi-Family High Density to reflect the surrounding

uses.

10.7 Neighborhood Commercial Designation

Non-residential land uses in the specific area facing 2nd Avenue, south of Clark Street, adjacent to and north of Bates Street, and including the Old City Hall, are desirable. The site is affected by steep slopes, highway noise from Interstate 5 and traffic from a recently improved off-ramp from Highway 101 and the Custer Way bridge. As a result of these constraints, residential uses on the site cannot be considered practical. The site would be appropriate for such uses as community services or offices. Existing residential uses south of the site should be preserved and protected. Uses that may result in generation of high traffic volumes should be discouraged.

The area near the intersection of Barnes Boulevard and Crosby Boulevard is suitable for a neighborhood commercial use. The Neighborhood Commercial designation would allow neighborhood-scale retail uses, personal services and professional offices in this area where local demand, community support and design solutions demonstrate compatibility with the neighborhood.

In any area where Neighborhood Commercial development is adjacent to residential areas, landscaping, screening and buffering should be used to protect the residences from possible adverse impacts. Existing trees and other vegetation with landscaping and aesthetic value should be preserved where practical. Whenever local commercial development is located adjacent to major streets, ingress and egress should be from the lesser of the intersecting arterials. The intent of buffering Neighborhood Commercial uses from adjoining residential areas is to ensure that residential areas are not impacted by noise, light and glare, and excessive traffic.

10.8 General Commercial Designation

The area east of RW Johnson Boulevard, and north of Somerset Hill Drive has been designated General Commercial. The area is well suited to commercial use as a result of its ability to serve nearby residential areas in northwest Tumwater. The Olympia School District has a bus storage and maintenance facility in the southern part of this site. A buffer of trees on the eastern side, north of the bus facility and adjacent to the Firland subdivision, should be preserved in order to protect the subdivision from noise and other impacts from commercial uses. During site plan review for the subject property, special care should be taken to use the established tree preservation and replacement requirements to buffer development of the subject property from the

adjoining residential area. If the SEPA analysis during development review discloses a greater need for buffering than is required by the existing City landscaping ordinance, then the SEPA responsible official should issue appropriate SEPA conditions to address these concerns.

The Crosby Road and Highway 101 interchange is appropriate for the General Commercial designation due to its location adjacent to Highway 101. Commercial development is a natural use for the immediate interchange area.

The site of the former TAMARC Rehabilitation Center is appropriate for the General Commercial designation. Any expansion or replacement of existing buildings in this area should be of a scale and appearance that is compatible with, and adequately buffered from, the adjoining residential area. If the SEPA analysis during development review discloses a greater need for buffering than is required by the existing City landscaping ordinance, then the SEPA responsible official should issue appropriate SEPA conditions to address these concerns.

The area east of Percival Creek and north of Mottman Road is appropriate for commercial development. Presently, a tavern and a commercial warehouse operation exist on the site. This area is adjacent to Percival Creek on two sides. Care should be taken to protect these areas. Additionally, the portion of Percival Creek on the northern side is under the jurisdiction of the Shoreline Master Plan for the Thurston Region that severely restricts land uses within the creek area.

In any area where commercial development is adjacent to residential areas, landscaping, screening and buffering should be used to protect the residences from possible adverse impacts. Existing trees and other vegetation with landscaping and aesthetic value should be preserved where practical. Whenever local commercial development is located adjacent to major streets, ingress and egress should be from the lesser of the intersecting arterials.

Provision of urban plazas and access to transit stops should be encouraged when new construction or major renovation is proposed. Incentives for providing such amenities should be sought.

10.9 Light Industrial Designation

The area south of 21st Avenue Southwest and north of Percival Creek is presently used as a Washington State Department of Transportation maintenance and storage

facility. The Light Industrial designation has been applied to this site due to its access to the freeway and its proximity to the Mottman Industrial Park.

The area south of Percival Creek, east of RW Johnson Boulevard and north of Mottman Road, is part of the Mottman Industrial Park. This area should be developed with commercial, industrial and warehouse uses. Care must be taken, however, to protect existing and future residential uses which exist within and adjacent to the Tumwater Hill Neighborhood from impacts from industrial uses through the use of buffering and other means where possible. Additionally, truck traffic should be discouraged from traveling through residential areas.

10.10 Utilities Designation

The Puget Sound Energy easement located in the southwestern portion of the neighborhood and the substation west of 7th Street and south of Ferry Street have been designated Utilities to ensure continued use as such. Future electrical facilities should be developed in accordance with the policies contained within the Utilities Plan.

10.11 Shoreline Designation

The area south of Highway 101 and north of Mottman Road where Percival Creek enters the Black Lake drainage ditch is subject to the regulations of the Shoreline Master Program for the Thurston Region. The Shoreline Jurisdiction permits very limited uses of land in this area. The shoreline regulations from the Shoreline Master Program for the Thurston Region take precedence when they are more restrictive than local zoning laws. The designation of Shoreline Environment in this area is an attempt to achieve consistency with the existing Shoreline Jurisdiction designations as outlined in the Shoreline Master Program for the Thurston Region. Areas designated Shoreline Jurisdiction duplicate presently mapped areas in the Shoreline Master Program for the Thurston Region.

10.12 Public/Institutional Designation

The Tumwater Hill Elementary School is located south of Barnes Boulevard and east of Crosby Boulevard. The site has been designated Public/Institutional to reflect the current and probable future use of the site as a school.

The "C" Street water tanks located at the end of "C" Street, and the Mottman Hill

water tank located south of the Tumwater Overlook Park are actively used for water storage by the Tumwater Public Works Department. There is some discussion in the City of Tumwater's Water Plan to abandon the "C" Street location in favor of a new location. Currently, there is no recommendation other than the present use for both of these areas. In light of this, the site has been designated Public Institutional.

North of Linwood Avenue and east of Sapp Road is an area owned by the City of Tumwater known as the Linwood property. Presently, this 19 acre site has a home and a barn on it. There has been discussion of using the site for stormwater detention ponds. As a result of existing ownership by the City and possible future use of the site for stormwater detention ponds, the site has been given the Public/Institutional designation.

The Mottman stormwater detention pond is owned by the City of Tumwater and is actively used for stormwater detention. Therefore, the site has been designated Public/Institutional.

The former Thurston County Juvenile Department and Youth Service Center has been designated Public Institutional to reflect the former use of the site.

The National Guard Armory at the corner of 2nd Avenue and Linwood Avenue has been designated Public/Institutional to reflect the current use of the site.

10.13 Parks/Open Space Designation

The Tumwater Hill Neighborhood has excellent opportunities for the provision of parks and open space. The Tumwater Parks and Recreation Plan should be referenced for specific recommendations for Parks and Open Space within the Tumwater Hill Neighborhood.

The Tumwater Overlook Point Park is a small pocket park located north of the Mottman Hill water tank and provides an excellent view of the Olympia area and the southern Puget Sound. The view from this point should be protected. This area has been designated Parks/Open Space to continue the existing use.

The Tumwater Hill Park is a 9.4 acre neighborhood park planned to be developed south of the Tumwater Hill School. This park will be a very important addition to the Tumwater Park system. Accordingly, the Parks/Open Space designation has been applied to this area.

A neighborhood park is located at 5th and Bates Street. The Parks/Open Space designation has been applied to this area to reflect the current use of the site.

The portion of the creek drainage between Desoto and Bates Streets and east of 5th Avenue known as Desoto Canyon is owned by the City of Tumwater. This area could be used as a scenic and natural trail system in the near future. The Parks and Open Space Plan should be referenced for specific recommendations in this area.

There is a small pocket park located at 5th and Hayes Street. At this time, this use is expected to continue. In light of this, the Parks/Open Space designation would be appropriate for the area.

Percival Creek crosses the Tumwater Hill Neighborhood in two areas: the area north of Mottman Road and the area between the City of Olympia "island" and Sapp Road. Percival Creek is considered a major salmon stream of naturally occurring species. It should also be noted that Percival Creek is the primary source of freshwater supply to the Percival Cove Salmon rearing pond which is owned and operated by the Washington State Department of Fish and Wildlife.

Percival Creek, which is part of the 100-year floodplain, is presently zoned Greenbelt. However, most of Percival Creek lacks sufficient stream flow to be under the protection of the Shoreline Management Act. However, Percival Creek connects two areas of the City that are under the protection of the Shoreline Management Act: Trosper Lake and the Black Lake Drainage Ditch. Additionally, the Tumwater Conservation Plan contains specific regulations for development in wetland areas that would also protect Percival Creek and its associated wetlands. Percival Creek must continually be protected; not to prohibit uses, but to see that activities adjacent to the creek are compatible with the stream environment. The Parks/Open Space designation is conducive to achieving these goals in areas within the 100 year flood plain.

As development occurs, the City should make every effort to preserve corridors for trails and connections between park and open space areas, and, also, for bike trails as outlined in the Parks and Recreation Plan.

AIRPORT NEIGHBORHOOD

Introduction

- Location
- Existing proportions of land uses
- Transportation/circulation
- Water and sewer availability/environmental constraints
- Uses adjacent to Airport Neighborhood
- Supporting plans/documents

Airport Related Industrial Designation

- Olympia Regional Airport and New Market Industrial Campus

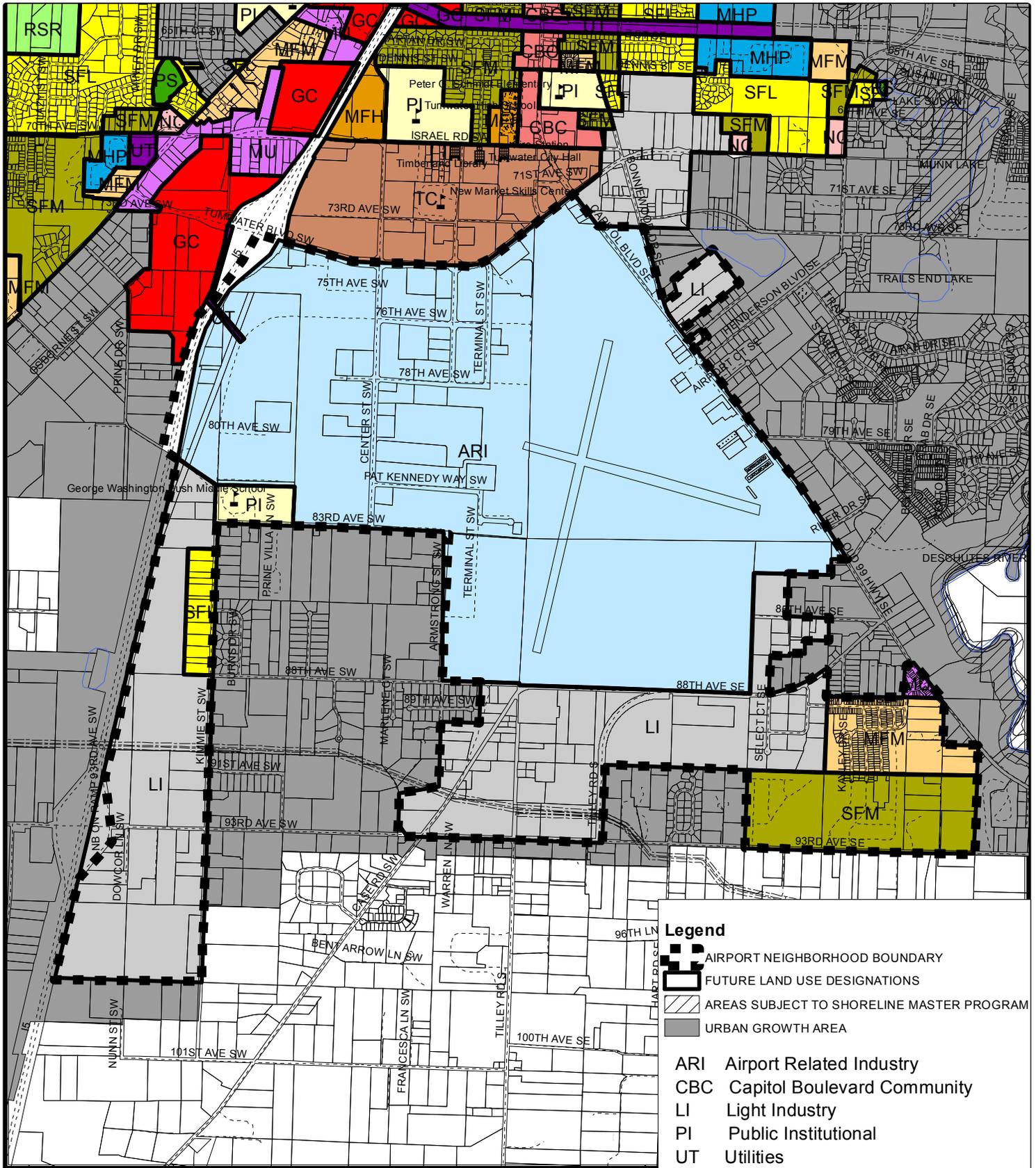
Public Institutional Designation

- George Washington Bush Middle School

Plans Associated with the Airport Neighborhood

- Transportation Plan
- Parks and Recreation Plan
- Economic Development Plan
- Northern Thurston County Groundwater Management Plan
- Conservation Plan
- Shoreline Master Plan for the Thurston Region
- Tumwater Stormwater Comprehensive Plan Update
- Drainage Design and Erosion Control Manual for Tumwater
- Port of Olympia Comprehensive Plans

Airport Neighborhood Future Land Use



0 500,000 2,000 3,000 4,000

 Feet



1 inch = 2,281 feet

Tumwater Community Development Department
 June 30, 2014

Legend

- AIRPORT NEIGHBORHOOD BOUNDARY
- FUTURE LAND USE DESIGNATIONS
- AREAS SUBJECT TO SHORELINE MASTER PROGRAM
- URBAN GROWTH AREA

- ARI Airport Related Industry
- CBC Capitol Boulevard Community
- LI Light Industry
- PI Public Institutional
- UT Utilities
- SFL Single Family Low Density
- SFM Single Family Medium Density
- MFM Multi-Family Medium Density

11. AIRPORT NEIGHBORHOOD

11.1 Introduction

The Airport Neighborhood is located in the southern area of Tumwater generally south of Tumwater Boulevard west of Capitol Boulevard/Old Highway 99 and east of Interstate 5. The Olympia Regional Airport, which is owned and operated by the Port of Olympia, takes up most of the area of the neighborhood and is important to the economic health of Thurston County as a whole.

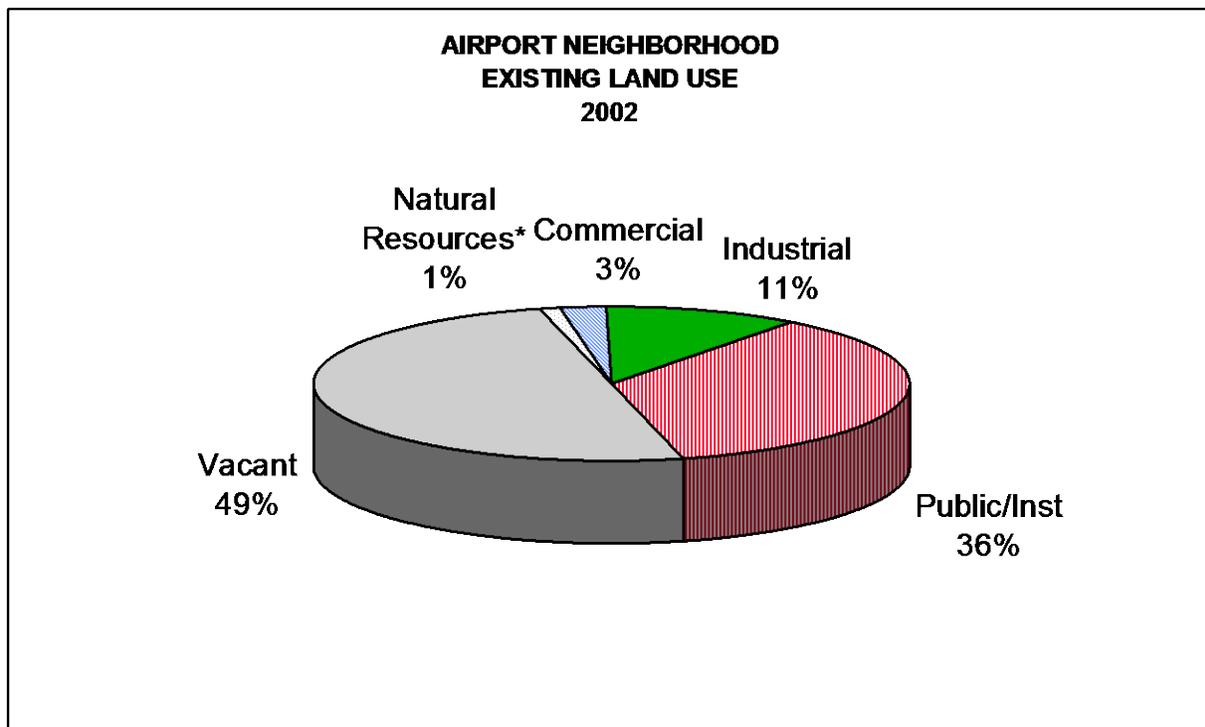


Figure 24

*Includes agriculture, forestry, and mining.

Sources: (1)Thurston Regional Planning Council (TRPC) Buildable Lands Database--*Land Use by Planning Area*. (2) Year 2000 color aerial photos obtained from Thurston Geodata Center. (3) Airport layout map produced by Barnard Dunkelberg and Company for the Port of Olympia dated July 2002,

Note: Tumwater planning staff conducted a land use inventory of the properties owned by the Port of Olympia and incorporated the results into Figure 24. This additional analysis was necessary because the data obtained from TRPC classified all land owned by the Port of Olympia as Public/Institutional.

Figure 24 indicates the proportion of land uses that exist in the neighborhood at this time. The most predominant use at this time is vacant land. The majority of this land is on Port of Olympia property. The Public Institutional category includes the George Washington Bush Middle School as well as a large amount of Port owned property currently being used for airport operations. Commercial uses are mostly located along Capitol Boulevard. Industrial uses make up the third most predominant use in the neighborhood. The majority of these industrial uses are located in the New Market Industrial Campus located west of the Airport runway.

Tumwater Boulevard serves as a minor arterial and is the main east-west circulation link in the Airport Neighborhood. Capitol Boulevard/Old Highway 99 serves as the main north-south circulation link and is classified as a major arterial. Center Street is classified as a major collector. 88th Avenue, Kimmie Street and 83rd Avenue SE are important circulation links in the southern portion of the neighborhood.

Water service is available to most of the Airport Neighborhood with the exception of areas south of the Airport runway. Additionally, water service had been extended to serve the Bush Middle School located at the corner of Kimmie Street and 83rd Avenue SW. Water service has also been extended along Old Highway 99 to serve the industrial areas near 79th Avenue SE on the east side of the neighborhood.

Sewer service is available to most of the northern area of the neighborhood. Sewer has been extended to areas just west of the Airport runway and to the areas near 79th Avenue SE on the east side of the airport. The Valley Interceptor, which runs from Tumwater Boulevard to Bonniewood Drive to Elm Street and down the Deschutes River Valley to the Cherry Street Interceptor, provides capacity for all of the Airport Neighborhood. A regional sanitary sewer pump has been constructed at 83rd and Kimmie Street with force mains connecting at 76th and Center Street.

Most of the Airport Neighborhood is flat. Some areas in the neighborhood are low lying and have a high groundwater level. High groundwater in some parts of this neighborhood has been a significant problem and is currently being considered jointly with Thurston County to develop alternatives and potential solutions. The groundwater in the neighborhood is the source for much of Tumwater's municipal water supply. This resource should be protected by following the recommendations of the North Thurston Groundwater Protection Plan, Tumwater's Conservation Plan, and the Wellhead Protection Ordinance.

Portions of the neighborhood are in the Airport Overlay Zone. Future development of

land in the Airport Overlay Zone is subject to the overlay zone development standards in Chapter 18.32 of the Tumwater Zoning Code. The intent of the overlay zone is to protect the viability of the Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users. The Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards.

Uses adjacent to the Airport include a mix of office, commercial retail, residential, and public institutional uses in the Tumwater Town Center Neighborhood to the North. To the west is the Littlerock Neighborhood that consists mostly of commercial uses and vacant land. East of the Airport Neighborhood are commercial and industrial uses along Capitol Boulevard/Old Highway 99 and residential uses in the Trails End area which is presently in Thurston County. To the south of the Airport are widely scattered residential uses with a few subdivisions and agricultural uses.

The Port of Olympia Master Plan applies exclusively to Port owned properties within the neighborhood and should be referenced for specific recommendations for the Airport Neighborhood.

The City of Tumwater should work with the Port of Olympia to ensure consistency with the Port's plans and the City's Comprehensive Plan.

The Tumwater Economic Development Plan sets forth land use recommendations for the Airport Neighborhood as well. The plan recommends industrial and commercial development along Capitol Boulevard and south of the Airport outside of the present city limits. The Airport area itself is recommended for industrial development. Areas not presently within the City are addressed in the City/County Joint Plan.

11.2 Airport Related Industrial

The majority of the land in the Airport Neighborhood is under the ownership and jurisdiction of the Port of Olympia which operates the Olympia Regional Airport and the New Market Industrial Campus.

The Olympia Regional Airport and associated New Market Industrial Campus serve as a large aviation and industrial center for the southern Puget Sound area. Uses that could occur in the Airport area include aviation, retail, commercial, office, industrial, educational, recreational, and agricultural uses.

The Airport area has been designated Airport Related Industrial to reflect the unique land use activities of the Airport and associated areas.

The Airport area should continue to be recognized as an important economic asset to the region as a transportation facility and industrial center. In order to assure this, the existing Airport Related Industry zone should be preserved in its present form and should remain in its present application generally south of Tumwater Boulevard.

Portions of this area are located in the Airport Overlay Zone. The purpose of the overlay zone in Chapter 18.32 of the Tumwater Zoning Code is to protect the viability of Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users. The Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards. New developments in the Airport Overlay Zone must comply with the standards of the overlay zone in addition to the standards of the underlying zoning district

Other environmental concerns, such as noise impacts on surrounding residents, strict enforcement of public water system cross connection prohibition, and ground and surface water contamination, have been issues brought up in this area and deserve close scrutiny during development review and thereafter. Landscape buffers in accordance with the adopted landscaping standards are appropriate where industrially zoned lands abut residential.

Detailed plans for the Airport area are addressed in the Port of Olympia's Airport Comprehensive Plan.

NEW MARKET NEIGHBORHOOD

- Introduction**
 - _ Location
 - _ Existing proportions of land uses
 - _ Transportation/circulation
 - _ Water and sewer availability/environmental constraints
 - _ Uses adjacent to New Market Neighborhood
 - _ Supporting plans/documents

- Single-Family Residential Medium Density Designation (6-9 DU/Acre)**
 - _ Area north of City Hall along 6th Street, south of Dennis Street
 - _ Area north of Israel Road and west of Bonniewood on Scott Street

- Multi-Family Residential High Density Designation (14-29 DU/Acre)**
 - _ Indian Creek Condominiums, Sunset Apartments
 - _ Area east of Interstate 5, west of Linderson Way, north of Israel Road

- Capitol Boulevard Community Designation**
 - _ Areas along Capitol Boulevard north of Israel Road

- Light Industrial Designation**
 - _ Area south of Dennis Street, west of Bonniewood Drive

- Public/Institutional Designation**
 - _ Tumwater High School
 - _ Peter G. Schmidt Elementary School

- Tumwater Town Center Designation**
 - _ Area north of Tumwater Boulevard, south of Israel Road, west of Nicholas Street, and east of Interstate 5.

Plans Associated with the New Market Neighborhood

- Tumwater Town Center Street Design Plan
- Capitol Boulevard Corridor Plan
- Transportation Plan
- Parks and Recreation Plan
- Economic Development Plan
- Northern Thurston County Groundwater Management Plan
- Conservation Plan
- Shoreline Master Plan for the Thurston Region
- Tumwater Stormwater Comprehensive Plan Update
- Drainage Design and Erosion Control Manual for Tumwater
- Port of Olympia Comprehensive Plan

12. NEW MARKET NEIGHBORHOOD

12.1 Introduction

The New Market Neighborhood is located in the southern area of Tumwater generally north of Tumwater Boulevard, south of Dennis Street, west of Bonniewood Drive and east of Interstate 5. This neighborhood includes Tumwater Town Center, Tumwater City Hall, the City Library and the City headquarters fire station. Tumwater High School and the Peter G. Schmidt Elementary School are also located in this neighborhood.

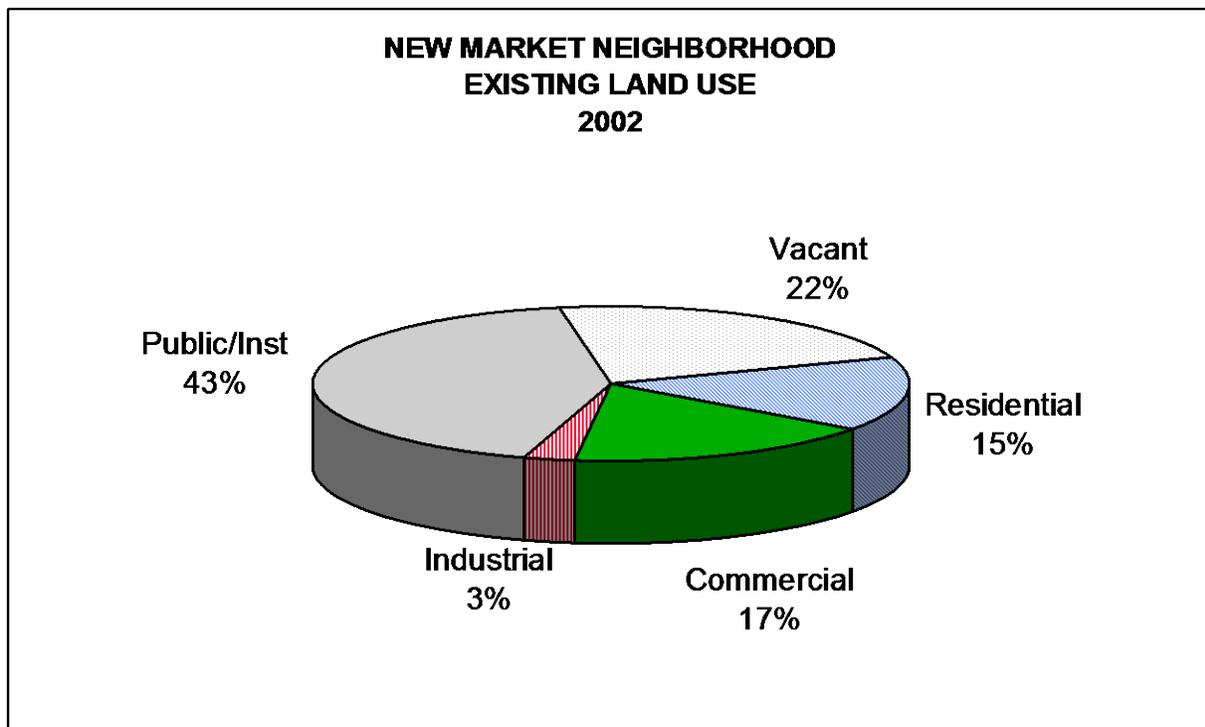


Figure 25

Sources: (1)Thurston Regional Planning Council (TRPC) Buildable Lands Database--*Land Use by Planning Area*. (2) Year 2000 color aerial photos obtained from Thurston Geodata Center.

Note: Tumwater planning staff conducted a land use inventory of the properties within the New Market Neighborhood and incorporated the results into Figure 25. This additional analysis was necessary because the data obtained from TRPC classified all land owned by the Port of Olympia as Public/Institutional.

A variety of land uses exist in this neighborhood. Tumwater High School, Peter G. Schmidt Elementary School, New Market Vocational Skills Center, Tumwater City

Hall, and the Tumwater Timberland Library represent public institutional uses. Commercial uses are mostly located along Capitol Boulevard. Two professional office developments, Point Plaza East and Point Plaza West, are located along Capitol Boulevard between Israel Road and Dennis Street. Another professional office development, Town Center East, is currently under construction on land bordered by Capitol Boulevard, Israel Road and Nicholas Street. The State-owned Labor and Industries building is located south of Israel Road between Linderson Way and Interstate 5. The Tumwater Office Properties development is under construction on the parcel of land directly south of the Labor and Industries building. The First Church of the Nazarene is located north of Israel Road between Linderson Way and Interstate 5.

Several properties owned by the Port of Olympia are developed with either light industrial or professional office uses. A United Parcel Service shipping facility is located on New Market Street. A Shell fuel storage facility is located at the intersection of Tumwater Boulevard and Linderson Way. Cleanwater Lane is developed with professional office buildings leased to the State of Washington.

Residential uses are primarily located along Israel Road. Both multi-family developments and single-family dwellings exist in this area.

Tumwater Boulevard serves as a minor arterial and is the main east-west circulation link in the New Market Neighborhood. Capitol Boulevard serves as the main north-south circulation link and is classified as a major arterial. Other important circulation links include Israel Road and Linderson Way.

Water and sewer service are available to the neighborhood. The Valley Interceptor, which runs from Tumwater Boulevard to Bonniewood Drive to Elm Street and down the Deschutes River Valley to the Cherry Street Interceptor, provides increased capacity for all of the New Market Neighborhood. This area is expected to hook up to a 10" to 15" inch gravity main along Tumwater Boulevard to the Valley Interceptor.

Most of the New Market Neighborhood is flat. Some areas are low lying and have a high groundwater level. The groundwater in the neighborhood is the source for much of Tumwater's municipal water supply. This resource should be protected by following the recommendations of the North Thurston Groundwater Protection Plan, Tumwater's Conservation Plan, and the Wellhead Protection Ordinance.

Portions of the neighborhood are in the Airport Overlay Zone. Future development of land in the Airport Overlay Zone is subject to the overlay zone development standards in Chapter 18.32 of the Tumwater Zoning Code. The intent of the overlay zone is to protect the viability of the Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users. The Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards.

Uses adjacent to the New Market Neighborhood include single-family residential uses to the north in the SE Capitol Boulevard Neighborhood. To the west is the Littlerock Neighborhood that consists mostly of commercial uses and vacant land. Northeast of the New Market Neighborhood are commercial uses along Capitol Boulevard. The Port of Olympia New Market Industrial Campus is to the south and consists of light industrial uses.

The City of Tumwater should work with the Port of Olympia to ensure consistency with the Port's plans and the City's Comprehensive Plan.

The Tumwater Economic Development Plan sets forth land use recommendations for the New Market Neighborhood as well. The plan recommends commercial and community services development along Capitol Boulevard. The Capitol Boulevard Corridor Plan should be referenced for more detailed guidance for areas along Capitol Boulevard north of Israel Road.

12.2 Single Family Residential Medium Density Designation (6-9 DU/Acre)

The area south of Dennis Street and along 6th Avenue SW is a part of Tumwater's downtown neighborhood. This area forms a well-established and stable neighborhood in Tumwater. This area should and will remain residential in character, continuing to in-fill with residential uses on the good building sites that are still vacant. It is anticipated that, over the twenty-year planning period, densities will increase in this area. In order to protect the residential atmosphere, promote neighborhood stability and continuity and provide a variety of housing types, the Single-Family Medium Density designation would be appropriate in this area.

12.3 Multi-Family Residential High Density (14-29)

The development of the Tumwater Town Center will result in the need for additional

housing for employees and their families expected to locate near the center.

The area west of Capitol Boulevard and north of Israel Road that includes the Indian Creek Condominiums and the Sunset Apartments has been designated Residential Multi-Family High Density to reflect the existing use of the site and to support housing for the proposed town center.

The area of the First Church of the Nazarine, located north of Israel Road and west of Linderson Way, has been designated Residential Multi-Family High Density. The multi-family designation in this area would support the future housing needs of the town center.

12.4 Capitol Boulevard Community

The area north of Israel Road was included in the Capitol Boulevard Corridor Plan. This area includes several large office complexes leased by the State, a US Post Office, and a church/daycare. The area has been designated Capitol Boulevard Community consistent with the Capitol Boulevard Corridor Plan. The Capitol Boulevard Corridor Plan should be referenced for more detailed information regarding land use and development within this area.

Portions of this area are located in the Airport Overlay Zone. The purpose of the overlay zone in Chapter 18.32 of the Tumwater Zoning Code is to protect the viability of Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users. The Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards. New developments in the Airport Overlay Zone must comply with the standards of the overlay zone in addition to the standards of the underlying zoning district.

12.5 Light Industrial Designation

The area northwest of the intersection of Israel Road and Bonniewood Drive has been designated Light Industrial. Most of this area is vacant.

The Olympia Regional Airport has played an ever-increasing role in the development, or lack of development, in this area. The main runway routes aircraft directly over the south end of this area, either taking off or landing, depending on the wind conditions. As a result, the noise impacts and possible safety hazards have made this area less

than ideal for residential use. The land use trend has been away from residential use, especially in the areas closest to the runway. The Port of Olympia itself has purchased a large amount of property that was in the clear zone. They are likely to develop it for tree farming and associated uses. These properties could also be used as public open space. Future plans for this area are addressed in the Port of Olympia Airport Master Plans.

All of the area designated Light Industrial is in an area of special concern because it is part of the land over which aircraft fly when taking off or landing at the Olympia Regional Airport. Portions of this area are located in the Airport Overlay Zone. The purpose of the overlay zone in Chapter 18.32 of the Tumwater Zoning Code is to protect the viability of Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users. The Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards. New developments in the Airport Overlay Zone must comply with the standards of the overlay zone in addition to the standards of the underlying zoning district.

12.6 Public/Institutional

Tumwater High School, located west of Center Street and north of Israel Road, and Peter G. Schmidt Elementary School located east of Capitol Boulevard and south of Dennis street have been designated Public/Institutional to reflect the current use of the sites. The use of the site as a school and school-related activity is expected to continue in this area for at least the 20-year planning period. This area was included in the planning for the Capitol Boulevard corridor and the Capitol Boulevard Corridor Plan should be referenced for further guidance on land uses in this area.

12.7 Tumwater Town Center

The citizens of Tumwater envision a future downtown on 190-acres of the New Market Neighborhood bordered by Interstate 5, Tumwater Boulevard, Nicholas Street and Israel Road. This chapter of the Land Use Plan offers a framework for a mixed-use, urban density, transit-supported community services center, a true downtown for a city whose urban nucleus was decimated by freeway construction in the late 1950s. This area is called the Tumwater Town Center, and represents a component of the New Market Neighborhood.

The vision for this area includes creation of a downtown and community gathering place; a broad mix of uses; clustered development to create a critical mass for public transportation; and continuing responsiveness to regional goals for growth management and environmental protection.

In addition to the major goal of replacing the town center lost by the construction of Interstate 5, other goals of the Tumwater Town Center plan are to:

- Create a mixed-use town center consisting of commercial developments of office, retail and service businesses; residential; educational; civic services; support facilities; and public assembly facilities.
- Site and develop new professional office facilities to build a “critical mass” of employment, which is critical to encouraging high-capacity public transit and discouraging the use of single-occupant vehicles.
- Create open space and park areas to preserve the area’s natural resources and beauty.

Portions of this area are located in the Airport Overlay Zone. The purpose of the overlay zone in Chapter 18.32 of the Tumwater Zoning Code is to protect the viability of Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users. The Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards. New developments in the Airport Overlay Zone must comply with the standards of the overlay zone in addition to the standards of the underlying zoning district.

This plan is distinguished by nine elements:

1. Land Use - The Tumwater Town Center is envisioned to include a mix of land uses: state facilities; private commercial developments of office, retail and service businesses; residential; educational; civic/community services; support facilities/services (i.e., child care); public assembly; open spaces; and parking. A vibrant mixture of activity, with people potentially present 24 hours a day, is anticipated. Land uses that reinforce this activity are encouraged.

Tumwater Town Center is divided into four subareas. Each of these subareas is described below. Supporting policies provide a framework to guide future development of the Tumwater Town Center.

Mixed Use. The goal of the Mixed Use Subarea is to provide mixed retail, office and residential uses at a level of intensity sufficient to support transit services and to provide a focus for the town center. A broad mix of land uses should be allowed, including retail, offices, services, restaurants, entertainment, lodging, community facilities and residential. The following percentages represent a desirable mix of ground floor land uses for this subarea. These percentages are intended to monitor the development of the entire Mixed Use Subarea over time. It is not the intent to apply these percentages to individual development proposals.

Office – 45%

Retail – 40%

Residential – 15%

Mixed Use Policies

- ◆ Consider use of incentives and zoning requirements for mixed use developments that incorporate retail or office uses on the ground floor with services or housing on upper stories.
- ◆ New Market Street is designated as the main street for the Tumwater Town Center. Encourage retail uses along this street. Consideration should be given to adopting zoning code requirements for ground floor retail as a component of land development projects on New Market Street to promote development of a concentrated shopping area that serves as an activity, people oriented focus to the town center.
- ◆ Buildings should be oriented toward the street and other public spaces. Where a lot is adjacent to more than one street, and one of the streets is New Market Street, buildings should be oriented toward New Market Street. Building facades should provide visual interest to pedestrians. Street level windows, minimum building setbacks, on-street entrances, landscaping, and articulated walls should be encouraged.
- ◆ Encourage public and private sector cooperation in providing capital investment, such as parking and street improvements that contribute to encouraging new business to locate in the town center.
- ◆ Initiate a capital improvement strategy to implement pedestrian and street improvements, gateway and other beautification projects, and parks and other

civic facilities in the town center. Refer to the action items identified in the Tumwater Town Center Street Design Plan as a starting point in developing such a strategy.

- ◆ Among the existing uses in this area are an underground petroleum pipeline and above- and underground petroleum storage tanks (Shell), a United Parcel Service distribution facility, and a fabrication and assembly facility. Removal and relocation of the Shell petroleum facilities will be necessary for the maturation of the Tumwater Town Center. New zoning standards for the town center should allow the distribution, fabrication and assembly facilities to remain as conditional uses. Future additions or expansions of these facilities of up to 50% of the existing floor space should be allowed subject to design and development standards to ensure compatibility with the surrounding area.

Professional Office. The goal of this subarea is to provide an area for large professional office buildings in close proximity to transit and arterial and collector roadways. This subarea is intended to provide for employment growth in professional, business, health and personal services.

Professional Office Policies

- ◆ Encourage retention, location and expansion of professional, financial and commercial office land uses for personal and business services.
- ◆ Provide opportunities for complementary retail uses within office structures.

Civic. Existing civic land uses include the Tumwater City Hall, Tumwater Timberland Library and the new Tumwater Headquarters Fire Station. The goal of this subarea is to provide civic uses that provide identity and focus for the Tumwater Town Center.

Civic Policies

- ◆ Encourage development of buildings and public spaces within the Civic Subarea that can provide civic functions.

Residential. The goal of the Residential Subarea is to provide for a high quality, high density living environment within walking distance of jobs, shopping and public transportation.

Residential Policies

- ◆ Encourage the development of housing in the Tumwater Town Center to support business activities and to increase the vitality of the area.
- ◆ Encourage a mix of housing choices to create variety in residential opportunity and to maintain a jobs/housing balance within the Tumwater Town Center, to make the town center a “people place” in the early morning, daytime and evening hours.
- ◆ Encourage a variety of well-designed housing styles.
- ◆ Apply development standards and guidelines to promote aesthetically pleasing, private, safe and comfortable housing through design and open space.

2. Density and Scale - The area should consist of multi-story buildings that will define a new town center for Tumwater. The density should be greatest along New Market Street. Such density is needed to accommodate predicted future use demands and create the development pattern. Further, the density is desirable to create a critical mass of potential transit ridership.

3. Architectural Character - Creation of an urban character (not rural or suburban) is key. Buildings should front directly on designated main streets where possible. Overhangs and awnings could provide pedestrian protection and link individual buildings. Parking should not disrupt building activity and should be located unobtrusively. Design review guidelines should be developed for this area to facilitate its future development as a town center. Adoption of urban development standards (e.g. wide sidewalks, zero setbacks and public plazas) should also be considered. Encourage the installation of benches, kiosks and other street furniture that provide a unifying element and aid in developing the pedestrian scale of the area.

4. Landscaping and Open Space – A plaza, central square or commons should be provided as a gathering place in the Tumwater Town Center. Visual pedestrian features, e.g., fountains, sculptures and other focal points that will draw people to this type of facility should be considered. A centrally located site that could be re-developed as a plaza is the current City maintenance shop site located south of City Hall.

The Tumwater Parks and Recreation Plan calls for a neighborhood park to be developed in a central location within the downtown area. The plan specifically calls for this park to be oriented toward passive recreation. A potential site for a neighborhood park should be identified.

Open space corridors with trails should be provided throughout the Tumwater Town Center area. Specific routes for trails/walkways should be identified. Routes should connect other open space or landscaped areas. Connection of land uses provides for activity throughout the town center at all times of the day and night. Existing city open space and landscaping standards should be required for new developments locating in the city center area. Funding alternatives for public open space areas should be explored.

Consolidation of open space areas in the Tumwater Town Center into a specific area may be considered as an alternative to providing small pockets of open space throughout the town center.

5. Lighting and Signage - Lighting and signage should provide a consistent and distinguishable character to the area. Architectural features and focal buildings will define primary destinations and access points. Signage and lighting should add to those features by providing information, orientation, and safety. Of particular importance will be transit signage. Transit shelters and other facilities should be consistent with the city center character and meet the needs and standards of Intercity Transit. Lighting must not create any navigational hazards for the Olympia Regional Airport.

6. Circulation – The Tumwater Town Center Street Design Plan identifies locations, alignments and streetscape designs for town center streets. This plan incorporates three types of streets: Main Street (New Market Street), Green Streets (71st and 73rd Avenues) and Connector Streets (additional north-south streets). The street plan provides for numerous multi-modal transportation connections into and through the area. New Market Street and other north-south streets identified in the street plan should be extended to permit circulation route alternatives between Tumwater Boulevard and Israel Road; 71st and 73rd Avenues should be extended to provide east-west street connections linking the town center to Linderson Way to the west, and Cleanwater Lane and Capitol Boulevard to the east. Streets through the area in both north-south and east-west directions will encourage growth of retail services, housing and commercial/residential mixed use

projects. The streets should also enhance transit service alternatives and increase pedestrian activity. Walkways throughout the Tumwater Town Center should be wide and generous to provide pedestrian-friendly access and circulation.

7. Utilities - All utilities are available to the area. Electrical power, natural gas, water, storm drainage and sanitary sewer systems will require upgrading and extension to complete the utility service system. The concept for distribution follows existing and new public rights-of-way.

The subsurface conditions in the area are significant to the Tumwater Town Center's development. Groundwater is at relatively shallow depths, typically about 10 feet. Surface materials are highly permeable and will require significant storm drainage retention/detention systems as part of the area's development. Options for addressing storm drainage should be explored. One alternative is to provide a regional storm drainage facility on property located outside of the neighborhood. Another option is to incorporate storm drainage facilities into the design of individual developments. Design and aesthetic standards should be developed to ensure the facilities are safe (i.e. not too steep) and aesthetically pleasing. Utility improvements are envisioned to be concurrent with proposed development.

8. Street design - The Tumwater Town Center Street Design Plan identifies design standards for town center streets. Its principle elements are summarized below. Please refer to the street design plan for specific standards for each street.

Main Street

New Market Street will form the town center's activity spine, linking public facilities at the north to mixed-use and retail business at the south. It is envisioned as a traditional main street, with curbside parking and small retail on the first floor of zero-setback mixed-use buildings. In order to attract businesses and customers along this corridor and to interface with fast-paced Tumwater Boulevard, the southern part of the town center should develop as larger retail stores, with excellent visibility and access from Tumwater Boulevard.

New Market Street will provide an excellent pedestrian environment with extended sidewalks (curb bulbs) at intersections and mid-block crosswalks. Small-scale street trees, street furniture, landscaping and accent paving will enhance the pedestrian experience.

East/West Green Streets

The east/west green corridors (71st and 73rd Avenues) will be the opposite of the main street in character. The wide right-of-way (ROW) will be mainly dedicated to landscaping and pedestrian and bicycle traffic. The corridors will provide the residences and offices with an attractive setting and connect them to the highly active main street. With heavy, informal landscaping, these corridors will provide a more peaceful *promenade* environment, a unique feature in a town center of this size.

Connector Streets

Connector streets that provide convenient access and, in some cases, on-street parking complete the proposed street grid. In terms of design character, these streets serve to unify the town center with uniform street trees and paving.

Gateways

Gateways are recommended at the intersections of Israel Road/Capitol Boulevard, Israel Road/New Market Street, New Market Street/Tumwater Boulevard, Tumwater Boulevard/Linderson Way, and Linderson Way/Israel Road. Gateways should reflect the traditional character of the town center's public buildings, and the general design should be adaptable to the configurations of the different intersections.

Streetscape Elements

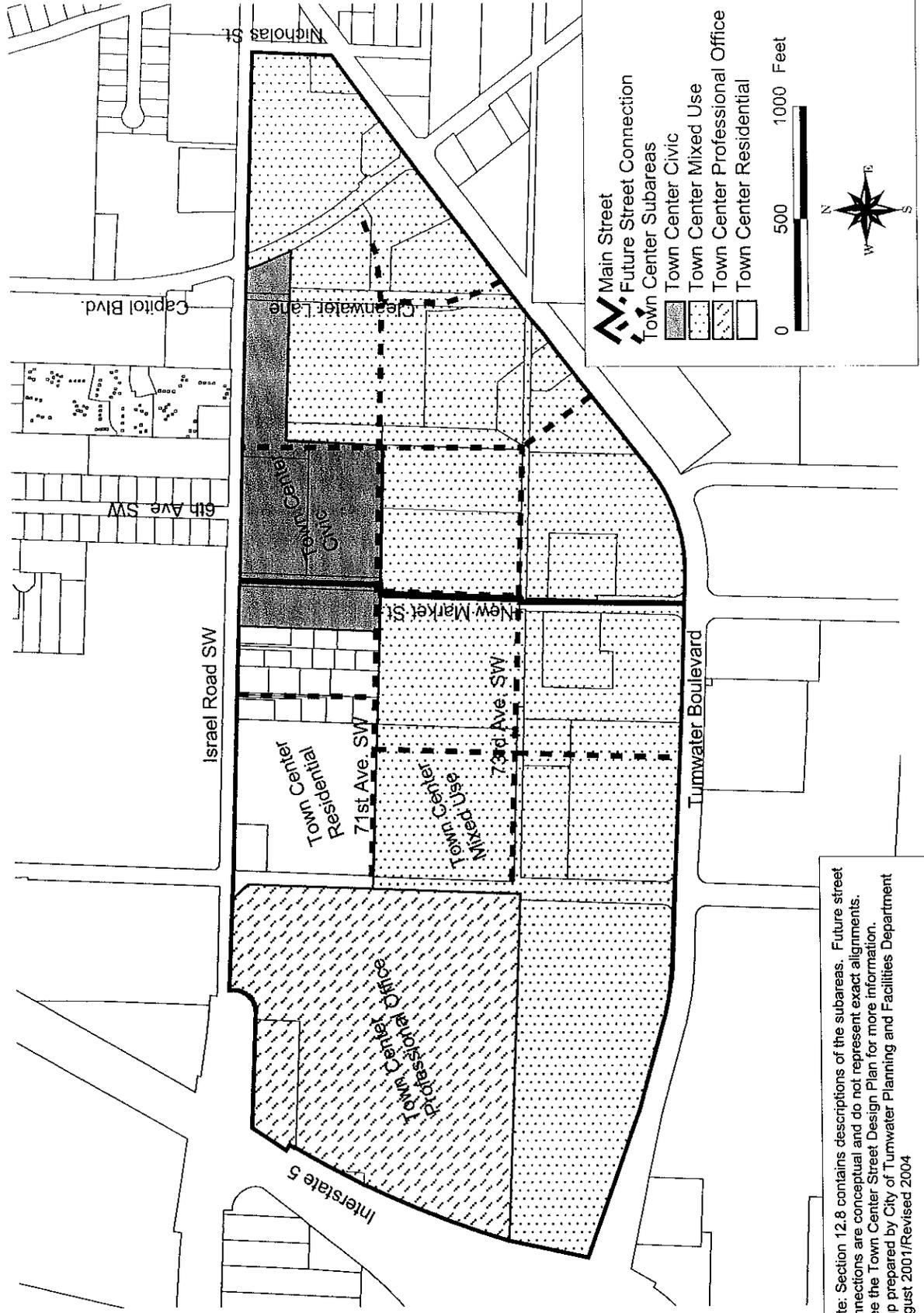
Streetscape elements will provide both continuity and variety. Street lights as described in the Tumwater Town Center Street Design Plan, colored crosswalk pavements, concrete sidewalks, and standardized street furniture finished in Tumwater's signature dark green color will be the unifying elements. To provide variety, the main street will feature special accent pavements, small-scale street trees, raised planters, banners and trellises. Contrasting informal landscaping and gently curving sidewalks will give the green streets a more campus-like character

9. Parking - Parking alternatives should be explored. On-street parking should be accommodated in the Tumwater Town Center. The City should work with Intercity Transit to identify possible sites for the eventual construction of a transit

center. One or more parking garages should be considered. Possible sites, funding options and design features (e.g. first floor retail) should be evaluated. Development standards for surface parking lots and parking garages will be developed in the design review guidelines for the area. Several concepts the City should consider are provided below.

- ◆ Limit the amount of street front surface parking lots, with no surface parking lots on New Market Street.
- ◆ Limit curb cuts to minimize the apparent width of parking lots.
- ◆ Adopt design guidelines that will apply to parking structures that face the street, unless such structures are located underground.
- ◆ Require parking structures to be located behind building.
- ◆ Allow parking structures to be located along the street if the ground floor is utilized for retail use.
- ◆ Restrict surface parking lots on corners so that buildings are the dominant features of the intersection.
- ◆ Require parking facilities to be designed so that access is from an alley or from a street at locations that do not conflict with pedestrian circulation.
- ◆ Maximize on-street parking for customer (short term) use to provide a pedestrian-friendly environment; develop standards for on-street parking areas.

TUMWATER TOWN CENTER



Note: Section 12.8 contains descriptions of the subareas. Future street connections are conceptual and do not represent exact alignments. See the Town Center Street Design Plan for more information. Map prepared by City of Tumwater Planning and Facilities Department August 2001/Revised 2004

BREWERY NEIGHBORHOOD

Introduction

- Location
- Existing Land Use Proportions
- Surrounding Land Uses
- Transportation Routes
- Utilities
- The Brewery Properties
- Environmental Constraints
- Supporting plans/documents

Single-Family Residential Low Density Designation (4-7 DU/Acre)

- Area west of Capitol Boulevard, north of Custer Way
- Area west of Cleveland Avenue, north of Roberts Road

Single-Family Residential Medium Density Designation (6-9 DU/Acre)

- Two small clusters of properties on southwestern ends of Carlyon Avenue and Vista Street.
- Small area at northeast corner of cemetery

Mixed Use Designation

- Area east of Capitol Boulevard, north of "M" Street

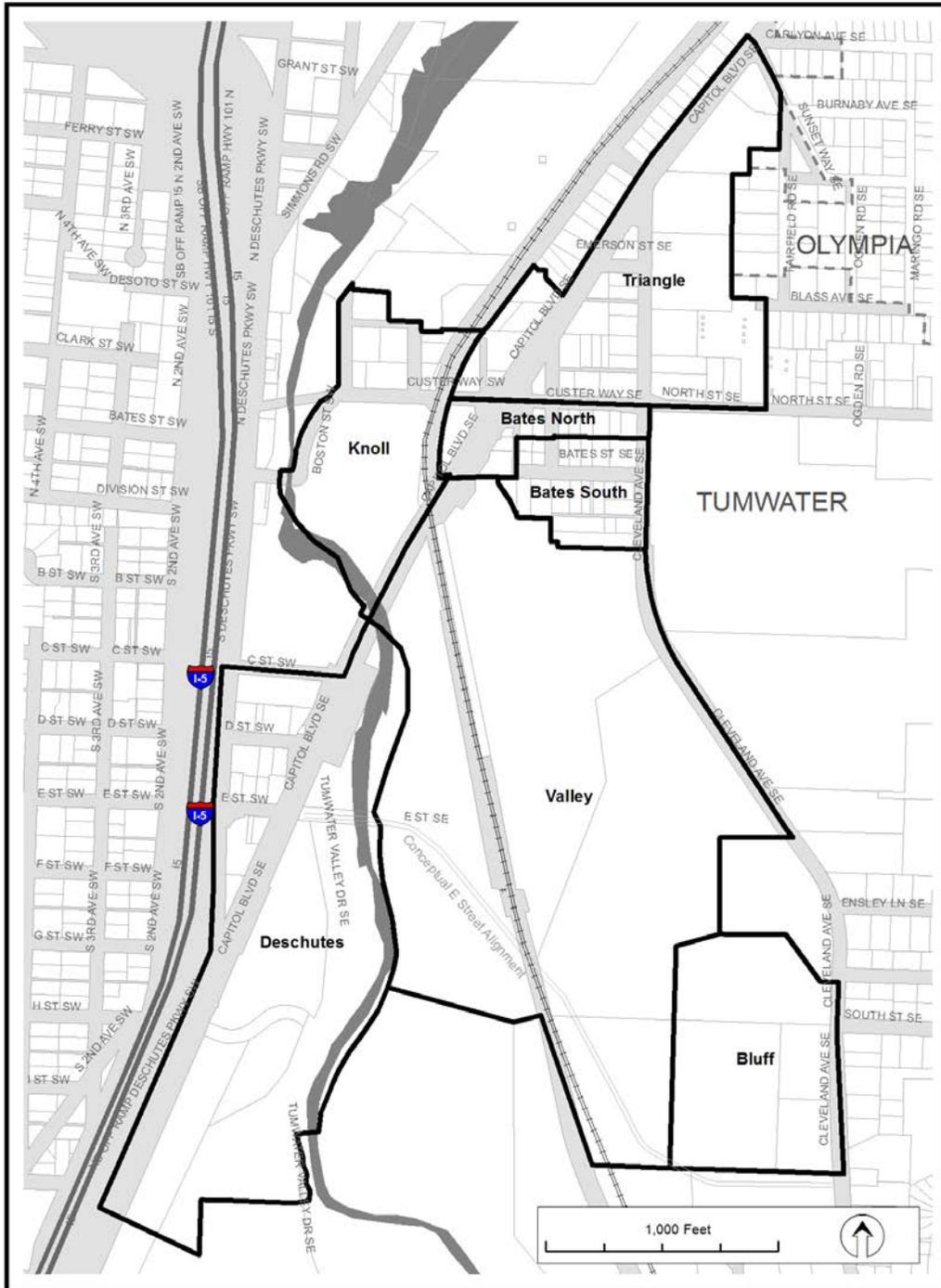
Brewery District Designation

- Former Sunset Life Insurance office east of Capitol Boulevard, west of Sunset Way
- Tumwater Square area (centered in the Custer/Cleveland/Capitol Boulevard vicinity)
- Area north of Custer Way between Boston Street and Capitol Boulevard that includes the RST Cellars Building
- Area south of Custer Way between Capitol Boulevard and Cleveland

- Avenue
 - Area south of “C” Street and north of Linwood Avenue between Interstate 5 and Tumwater Valley Drive
 - Properties south of Custer Way referred to as the Knoll, Valley and Bluff in the Community Visioning Project Final Report for the Former Brewery Properties
- New Market Historic District Designation**
 - Tumwater Historical Park, Tumwater Falls Park, Henderson and Crosby Houses and the site of the Old Brewhouse on the east side of the Deschutes River
- Light Industrial Designation**
 - Former brewery properties
- Public/Institutional Designation**
 - Cemetery east of Cleveland Avenue, south of North Street
- Utilities Designation**
 - Puget Sound Energy Olympia Brewery sub-station east of Capitol Boulevard, next to the Deschutes River, near the former brewery
- Shoreline Designation**
 - Deschutes River valley
- Parks/Open Space Designation**
 - Area north of Highway 101
- Plans Associated with the Brewery Neighborhood**
 - Shoreline Master Program (2014)
 - Brewery District Plan (2014)
 - Community Visioning Project Final Report for the Former Brewery

- Properties (2011)
- Tumwater Strategic Plan (2010-2014)
- Economic Development Plan (2010)
- Transportation Plan
- New Market Historic District Master Plan (1993)
- Old Brewery Long Range Plan (1996)
- (Old Brewhouse) Phase I Environmental Site Assessment (1997)
- (Old Brewhouse) Phase II Environmental Site Assessment (1997)
- (Old Brewhouse Complex) Estimated Market Value Report (1997)
- (Old Brewhouse) Tumwater Historic District Infrastructure Analysis
Summary of Findings (2005)
- Olympia Brewery Report-Grant No.FYO5-61005-009 (2006)
- Natural Hazards Mitigation Plan (2009)
- 2010-2015 Capital Facilities Plan for Tumwater
- 2011-2016 Transportation Improvement Plan for Tumwater
- Parks and Recreation Plan
- Northern Thurston County Groundwater Management Plan
Conservation Plan
- Tumwater Stormwater Comprehensive Plan Update
- Tumwater Water Comprehensive Plan
- Tumwater Sewer Comprehensive Plan
- Drainage Design and Erosion Control Manual for Tumwater
- Thurston Regional Transportation Plan
- 1992 Railroad Right of Way Preservation and Use Strategy for the
Thurston Region

Figure 26 – Brewery District Designation Subdistricts



13. BREWERY NEIGHBORHOOD

13.1 Introduction

13.1.1 Location:

The Brewery Neighborhood is located in northeastern Tumwater. The City of Olympia forms the northern boundary; Interstate 5 and Highway 101 serve as the western boundary; “M” Street is the southern boundary; and Cleveland Avenue and the cemetery form the eastern boundary. This is the oldest part of the City, and includes the site of the original settlement of the town New Market. The dominant features of this neighborhood are the Deschutes Falls and the site of the former Olympia brewery.

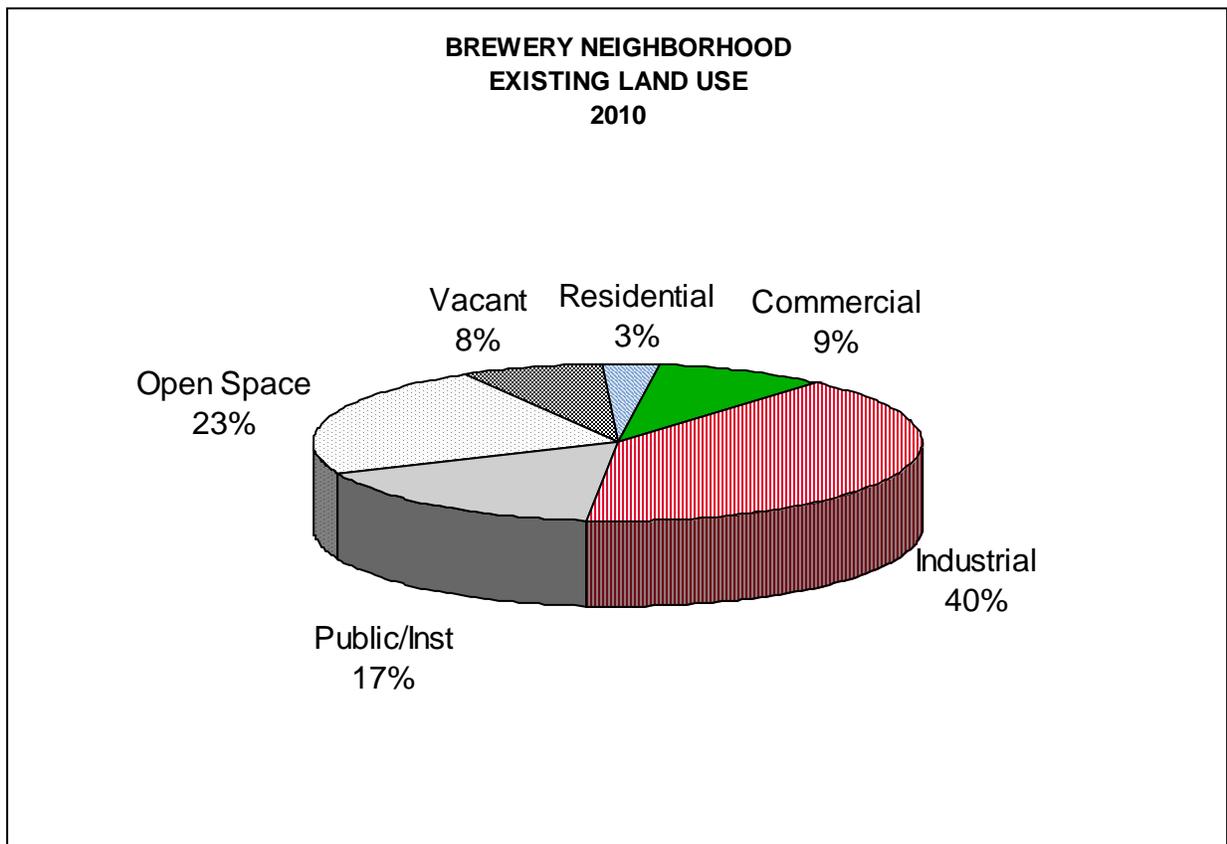


Figure 27.

Source: Thurston Regional Planning Council (TRPC) Buildable Lands Database--*Land Use by Planning Area July 2010 analysis.*

13.1.2 Existing Land Use Proportions:

Figure 26 illustrates the existing proportion of land uses currently located within the Brewery Neighborhood. Industrial is the most common land use in the neighborhood at 40%. The former brewery properties account for all of the uses considered industrial. Open space, at 23%, is represented mostly by areas along the Deschutes River including the northern end of the golf course, Tumwater Historical Park, the area north of Interstate 5 and Highway 101 at the southern end of Capitol Lake, and Tumwater Falls Park (privately owned but open to the public) which contains a Washington State fish hatchery and fish ladder. At 17% the public/institutional category is comprised mainly of the cemetery located at North Street and Cleveland Avenue. Commercial uses account for 9% of the Neighborhood and are located mainly in the Tumwater Square area which is east of Capitol Boulevard and north of Custer and North Streets. Vacant land at 8% and residential at 3% consume minor amounts of the neighborhood.

13.1.3 Surrounding Land Uses:

To the north of the Brewery Neighborhood are Capitol Lake and the City of Olympia. Areas east of the neighborhood consist of established residential uses in both the Deschutes Neighborhood and in the City of Olympia. To the south are the Tumwater Valley Golf Course and Pioneer Park, both of which lie within the Deschutes River valley. Interstate 5 and Highway 101 are the western boundaries of the Neighborhood, beyond which lies mostly single family homes on urban sized lots in the Tumwater Hill Neighborhood.

13.1.4 Transportation Routes:

Capitol Boulevard, a major arterial, serves as the main north/south corridor in the Brewery Neighborhood. Other major roads in this area include Cleveland Avenue, Custer Way, North Street and Deschutes Way which are classified as minor arterials.

There is a northbound I-5 off-ramp that exits into the neighborhood at the Deschutes Way/E Street intersection. Also, a northbound I-5 on-ramp is located at the north end of the neighborhood where Deschutes Way crosses underneath I-5. An entrance to northbound Highway 101 is located near the intersection of Deschutes Way and Simmons Road (Simmons Road has been closed to vehicles and is now a pedestrian route).

13.1.5 Utilities:

Most of the Brewery Neighborhood is well supplied with water and sewer. The construction of the Valley Interceptor has resulted in improved availability of sewer service to this neighborhood, especially in areas to the south. It has also reduced the likelihood of significant damage to the sewer line due to its relocation away from the steep slopes north of Custer and west of Capitol Boulevard where large landslides have broken the lines in 1965 and 1996. However, a smaller landslide in 2008 damaged an existing sewer lift station near the Old Brewhouse. (Source: Natural Hazards Mitigation Plan-2009)

The majority of the Deschutes River valley is within an aquifer sensitive area as designated by the North Thurston Groundwater Protection Plan. The City has several wells in the valley south of the Palermo neighborhood and at the northern end of the Tumwater Valley Municipal Golf Course. The Cities of Tumwater, Olympia, and Lacey paid for the water rights associated with the brewery before they were required to be relinquished to the State due to non-use. As a result, the three cities currently have joint ownership of the water rights including of a number of wells, tanks, properties, and other drinking water infrastructure. This infrastructure is mainly located at the southern end of the brewery properties and the northern end of the golf course. Approximately one third of Tumwater's drinking water currently comes from wells in this area. As the water rights and infrastructure that were purchased from the brewery are put into use, this area will likely produce far more than half of the City's drinking water.

13.1.6 The Brewery Properties:

The brewery properties include the Main Brewery south of Custer Way, the Warehouse Area east of Capitol Boulevard, the RST Cellars building on the north side of Custer Way, and the historic Old Brewhouse.

1. The Main Brewery:

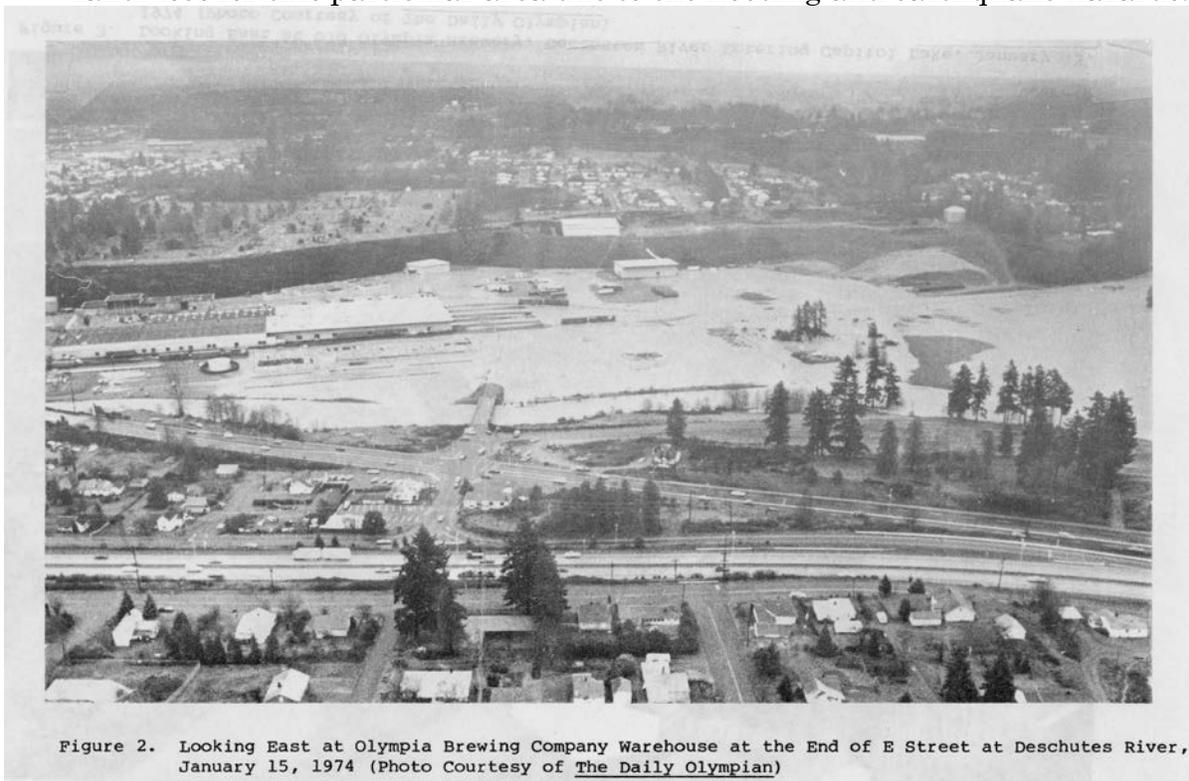
This group of buildings was the heart of the brewery. The main brewery consists of the properties and buildings south of Custer Way and west of Capitol Boulevard. There are several large buildings in this area which are quite visible from I-5, Capitol Boulevard, Tumwater Falls Park, and many other locations in the vicinity. The Main Brewery also borders natural and scenic areas such as the Tumwater Falls, Tumwater Falls Park, the fish hatchery, and the river canyon downstream. These factors (visibility and adjacent land uses) should be taken into consideration when future land uses of the site are discussed. A thorough analysis of the possibility of reuse or replacement of the buildings would also be beneficial for discussions about future land uses at this site.



Main Brewery from Tumwater Falls Park. August 2010. Photograph by David Ginther

2. The Warehouse Area:

The Warehouse Area was the bottling and keg operations portion of the brewery. It is located on the east side of Capitol Boulevard. Six buildings cover an area roughly nine acres in size (~400,000 square feet). The largest of these six buildings covers almost seven acres (~300,000 square feet). All of these buildings are located within the Deschutes River valley which was filled in by the brewery in order to construct the buildings. The Deschutes river was straightened at the same time as well. This location has been identified by the Washington State Department of Natural Resources as an area of high liquefaction hazard. Liquefaction is the change in soil from a solid state to a liquefied state during an earthquake which often causes severe settling and collapse of structures. Also, a large portion of this area is within the floodplain. Seasonal flooding regularly goes well beyond the extent of the official mapped floodplain, inundating areas all the way to the base of the valley hill sides. This has occurred during a number of floods including but not limited to 1974, 1996, 2006, 2007, and 2009. Special care should be taken when contemplating future land uses for this particular area due to the flooding and earthquake hazards.



The above photograph is from p.5 of the Flood Insurance Study for City of Tumwater produced by the Federal Emergency Management Agency dated April 3, 1984.

3. The RST Cellars Building:

This building is located adjacent to the historic Schmidt House on the north side of Custer Way. The name of this building comes from the letter designations of the three fermentation and finishing cellars contained within the building (the “R”, “S”, and “T” cellars)*. There are also a large number of other cellars within the main brewery buildings on the south side of Custer Way. This property has changed ownership several times since the brewery closed and is currently under different ownership than the rest of the brewery properties. In 2006 one of the previous owners removed the fermentation tanks from the building. In doing so, the back wall of the building had to be removed. The building is still missing its back wall.



RST Cellars building August 2006. Photo by John Darnall.

*Source: Paul Knight-Former Olympia Brewmaster. Interviewed by Carla Wulfsburg August 5, 2010.

4. The Old Brewhouse:

In 1906 the Olympia Brewing Company, owned by Leopold Schmidt, completed construction of what is now called the "Old Brewhouse". This iconic six-story structure was designed in a simplified Italianate style. The red brick building incorporated arched windows, bracketed cornices, Tenino sandstone facing and trim, and the signature square central tower crowned with a copper roof. The Old Brewhouse served as the proud centerpiece of the Schmidt family brewing operation until Prohibition began in Washington in 1916.



Olympia Brewing Company Brewhouse c. 1910. Photo courtesy of Henderson House Museum, City of Tumwater - HHM #150. In this photograph the 1896 Capital Brewing building can be seen to the left of the "Old Brewhouse".

The Old Brewhouse is seen by tens of thousands of people every day from Interstate 5 and is one of the community's most iconic structures. It has influenced the design of many new buildings in the region including Tumwater's City Hall, Fire Station, and the Library. The importance of the structure was recognized in 1978 when the property was placed on the

National Register of Historic Places. For specific recommendations regarding future plans for this structure refer to the New Market Historic District Master Plan (1993), the Old Brewhouse Long Range Plan (1996), the Old Brewhouse Environmental Site Assessment (1997), and the Old Brewhouse Estimated Market Value Report (1997).

13.1.7 Environmental Constraints:

Nearly all of the Tumwater valley is a floodplain for the Deschutes River, and consequently is very unsuitable for any but the lowest intensity of development. It is subject to frequent flooding and seasonal high water tables. It's rich, alluvial soils, although excellent for agricultural purposes, present severe limitations for roads, buildings, and septic tanks. Moreover, the underlying geology contributes to severe settling problems. The hillsides along the edge of the valley are generally steep and unstable, with the same soil limitations as the valley.

Areas of potential slope instability within the Brewery Neighborhood have been mapped by the State Department of Natural Resources (DNR). Areas south of Bates Street and west of Cleveland Avenue are subject to very steep slopes that all but preclude any type of development in these areas. Structures located in such areas may experience settlement sufficient to cause failure.

There have been a number of landslides within this neighborhood. A slide in 1902 demolished several of the brewery buildings that were located east of the Old Brewhouse*. Slides in this same area have also occurred in 1965, 1996, 2001, and 2008 and have caused significant damage, mainly to infrastructure such as sewer lines**. The slides in 1965 and 1996 both ruptured main sewer lines resulting in untreated waste water flowing directly into the Deschutes River and Capitol Lake.

**Source: 75th Anniversary Olympia Brewing Company Booklet~1971*

***Source: Natural Hazards Mitigation Plan for the Thurston Region-2009*

After the 2001 Nisqually earthquake, the Department of Natural Resources (DNR) mapped liquefaction hazard areas in Tumwater. The entire river valley southeast of Capitol Boulevard has been identified as an area of high liquefaction hazard. Aerial photos from the 1930's and the early 1950's (Henderson House Museum Collection No. 78 and No. 80) show that the area where the brewery warehouses are now located was once part of the Deschutes River channel. The river was relocated, the area filled, and the warehouses were built on top of the fill. Special care should be taken when examining potential land uses within this area. The Tumwater section of the Natural Hazards Mitigation Plan (2009) should be referenced for more

information regarding natural hazards, including landslides and liquefaction, within this area. The Natural Hazards Mitigation Plan (2009) also includes maps of steep slopes and liquefaction hazards as well as documentation regarding landslides within this neighborhood.

There are additional environmental constraints throughout the neighborhood including high groundwater flooding areas on the southern portion of the brewery properties and near the Old Brewhouse, riparian habitat areas along the Deschutes River, and shoreline areas throughout the length of the river and along the southern portion of Capitol Lake. Impacts to these sensitive areas should be considered when proposing future land uses within this neighborhood.

13.1.8 Supporting Plans/Documents:

Shoreline Master Program (2014)

The Shoreline of the Deschutes River is a “shoreline of the state” and is subject to the requirements of the City of Tumwater Shoreline Master Program. The purposes of the Shoreline Master Program are to:

- A. Guide the future use and development of the City of Tumwater’s shorelines in a positive, effective and equitable manner consistent with the Washington State Shoreline Management Act of 1971 (Revised Code of Washington (RCW) 90.58) as amended; and
- B. Promote the health, safety and general welfare of the community by providing long range, comprehensive policies and effective, reasonable regulations for use and development of City of Tumwater shorelines; and
- C. Ensure, at minimum, no net loss of shoreline ecological functions and processes; and
- D. Plan for restoring shorelines that have been impaired or degraded in the past; and
- E. Adhere to the policies contained in RCW 90.58.020 for shorelines of the state.

Brewery District Plan (2014):

The Brewery District Plan envisions the transformation of a largely auto-oriented commercial area that incorporates Capitol Boulevard, Cleveland Avenue and Custer Way between Carlyon Avenue and E Street into a lively, walkable and economically vibrant neighborhood center with a mixture of housing and neighborhood-serving businesses. The Brewery District Plan provides detailed guidance for future land

uses, multi-modal transportation improvement projects, and development in both the public and private realms within the district. The district plan should be consulted and referenced along with this chapter of the land use plan.

Strategic Plan (2010):

The Strategic Plan has goals and action strategies for the brewery property and vicinity. Goal #2 of the Strategic Plan is to create dynamic and vibrant places for residents and visitors, one of these places being the brewery area. The following excerpt details the vision for the area:

“The vision for this key community opportunity is a dynamic, highly utilized public space with commercial, residential, and community gathering uses. Given its setting, the property has potential to serve as a regional draw, perhaps featuring destination-retail or entertainment uses.”

The first step for the brewery vicinity is to define the area. The plan outlines the area to be considered the Brewery Neighborhood in the following excerpt:

“While much of the old Tumwater was removed by the construction of I-5, the area around the Brewery property contains the remnants of the old downtown and looks and functions like a historic core for the City. Called the Brewery Neighborhood, it is the area generally bounded by 2nd Avenue, the cemeteries on Cleveland Avenue, Historical Park, and M Street. The area provides a mix of commercial, office, retail, restaurant, residential, and civic uses, and draws both freeway activity as well as activity from the City’s Old Town Center facility, the Tumwater Square retail area that is anchored by Safeway, the regional cemeteries, and the close proximity to Olympia.”

The catalyst for creating a dynamic and vibrant Brewery Neighborhood is the redevelopment of the brewery properties as described in the following Strategic Plan excerpt:

“Redevelopment of the brewery site would result in significantly greater employment and intensity of activity in the area. The neighborhood provides opportunities for mixed use development, additional commerce, investment in civic infrastructure for gathering places and pedestrian improvements, entertainment uses, pedestrian-oriented development, and preservation of the remaining historic center of the City.”

The Plan gives the following guidance regarding land uses and land use planning

within the neighborhood:

“Given the challenges of the site, however, the City adopts a flexible approach to future uses on the site, with the clear restriction of uses such as pure heavy industrial or warehousing that would squander the property’s potential. Key strategies include immediate reconsideration of zoning to prohibit undesirable uses, engaging proactively to assist the property owner in marketing the site, establishing an integrated plan connecting the brewery properties to adjacent areas, and potentially assisting development through public infrastructure investment or creative partnerships. All of these efforts should be designed to facilitate the use of this extraordinary site in ways befitting its history and potential.”

In 2010, the City of Tumwater was able to utilize federal grant money (via Thurston Regional Planning Council) to begin a visioning process for the Brewery properties. This process will eventually result in the adoption of a subarea plan for the Brewery Neighborhood. This is one of the first steps in implementing the recommendations of the Strategic Plan. The Strategic Plan should be referenced for further recommendations in this neighborhood.

Economic Development Plan (2010):

The Economic Development Plan was adopted in 2010 and replaced the previous plan which was adopted in 1990. This plan contains specific guidance and direction for land use planning within the Brewery Neighborhood.

The Plan gives the following guidance specifically for the Brewery properties located west of Capitol Boulevard (the Main Brewery and the RST Cellars Building):

“The parcels west of Capitol Boulevard on the north and south sides of Custer Avenue hold the possibility of a retail, entertainment, or cultural destination, as well as office or residential uses...The location along and overlooking the Deschutes River, with high visibility from the freeway and close proximity to the City’s Historic District, makes this a very unique economic and community development opportunity.”

The Plan gives the following guidance specifically for the Brewery properties located east of Capitol Boulevard (the Warehouse Area):

“The parcels East of Capitol Boulevard have the potential to once again serve as a center of light industrial employment. The City will encourage appropriate uses that

benefit from rail access, contribute to the community's employment base, and coexist with nearby residents.

The site's environmental characteristics will affect redevelopment opportunities in this area, particularly on land between the railroad track and Capitol Boulevard as this area is entirely within the established 100-year floodplain. Existing City zoning regulations do not allow new structures within the 100-year floodplain.

The area between Capitol Boulevard and the railroad track is also within shoreline jurisdiction of the City's existing and proposed Shoreline Master Program, and is subject to the City's fish and wildlife habitat protection standards. It is likely that shoreline restoration/vegetation enhancement and a riparian habitat buffer will be required in this area when redevelopment of the property occurs, consistent with the City's Draft Shoreline Master Program and adopted critical areas ordinance.

Property east of the railroad track is to a lesser extent also impacted by the environmental restrictions noted above. Winter storms have on occasion resulted in flooding of the Deschutes River across the river valley easterly to the toe of the bluff, well beyond the 100-year floodplain boundary. Flooding occurred most recently in December 2007 and January 2009 and should be a consideration in determining appropriate uses for this area."

The Plan gives the following guidance specifically for the Brewery properties located adjacent to Cleveland Avenue (southeastern portion of the Warehouse Area):

"Five former brewery properties are located west of Cleveland Avenue on the bluff above the Deschutes River Valley. Existing zoning for four of the parcels is Light Industrial. The southern-most parcel is zoned Single Family Low Density Residential. The two largest parcels are approximately 5 and 6 acres in size and contain well fields and a water reservoir. These parcels were recently purchased by the cities of Olympia, Lacey, and Tumwater for their water rights. Two one-acre parcels are located adjacent to Cleveland Avenue and are undeveloped. Given the proximity of residential uses, this Plan recommends zoning changes that would prohibit incompatible uses in this area."

The Plan gives the following guidance specifically for the Old Brewhouse:

"The historic brewery complex was built beginning in 1905 across the river from the residential center of early Tumwater. In 1921, the brewery closed and the site was

sold. The Olympia Brewery purchased the site in 1965 for storage, and the structure has remained in private ownership since that time. This Plan and the Strategic Plan recommend the City to continue to explore strategies to acquire and stabilize the Old Brewhouse, and to seek public/private partnerships for its rehabilitation.”

The Economic Development Plan (2010) should be referenced for further recommendations in this neighborhood.

Tumwater Transportation Plan:

The 2025 Tumwater Transportation Plan incorporated the results and recommendations of a traffic study done for the brewery vicinity which was called the Cleveland Avenue/Custer Way Strategy Area Transportation Plan. The main improvement suggested for the brewery vicinity is the “E” Street extension. The building of this road would connect Capitol Boulevard with Cleveland Avenue via “E” Street. This new road would cut across the river valley and across the southern portion of the warehouse area of the Brewery before climbing the hill to Cleveland Avenue. The study determined that this was one of the ways to improve transportation within the brewery vicinity. The 2025 Transportation Plan should be referenced for further information. This project has also been incorporated into the 2010-2015 Capital Facilities Plan for Tumwater and the 2011-2016 Transportation Improvement Plan for Tumwater.

The 1992 Railroad Right-of Way Preservation and Use Strategy for the Thurston Region:

The 1992 Railroad Right-of Way Preservation and Use Strategy for the Thurston Region contains recommendations for the Union Pacific rail line that runs through the Deschutes valley. The plan indicated that in 1992 this line received heavy use and was not in danger of being abandoned. Due to the closure of the brewery, a more current assessment of this particular line should be done and used to help guide decisions on future uses for this railroad line.

Tumwater Parks and Recreation Plan:

The Tumwater Parks and Recreation Plan has goals for the future of the Old Brewhouse including acquisition and rehabilitation, among others. Some of the more extensive goals for redevelopment the Old Brewhouse, as listed in the Parks Plan, will face some large hurdles in regards to infrastructure, topography, environmental, and financial issues. For example, the Parks Plan (in 2007) estimates the cost of acquisition, rehabilitation, and redevelopment of the Old Brewhouse at \$19.4 million. The Parks plan should still be referenced in regards to goals for possible future

acquisition and redevelopment of the Old Brewhouse site.

New Market Historic District Master Plan:

The New Market Historic District includes Tumwater Historical Park, the Henderson House, the Crosby House, Tumwater Falls Park and the site of the Old Brewhouse on the east side of the Deschutes River. The center point of this area is the Old Brewhouse. The Historic Master Plan includes input from the public and experts in the field of historic area design, elements or provisions addressing aesthetics, vegetation, fish and wildlife habitat, historic and prehistoric archeological significance, public access, environmental sensitivity, architecture and community design, traffic and public education. The Historic District Master Plan is sufficiently detailed to determine whether specific proposed structures, uses, and structural revisions are acceptable and appropriate in the district. All development that occurs in the area designated New Market Historic District would be subject to the standards and recommendations of the Historic Master Plan. The New Market Historic District Master Plan should be referenced for specific land use recommendations in this area.

Currently there are twelve structures or places within the Brewery Neighborhood that are on historic registers (either local, State, or national). These include the following:

1. The Old Brewhouse
2. Crosby House Museum
3. Henderson House Museum
4. Schmidt House
5. Whiting House
6. Anderson House
7. Flagg House
8. Lila Orff House
9. Blanchard House
10. Capitol Boulevard Bridge over the Deschutes
11. Lower Custer Way Bridge (Boston Street Bridge)
12. Tumwater Historic District

13.2 Single-Family Residential Low Density (4-7 DU/Acre)

The row of homes along the west side of Capitol Boulevard north of Custer Way should remain in a Single-Family Low Density designation to reflect the current use of the area and to preserve and protect these homes. Three of the homes in this row of residential structures are currently on the historic register. These include the Anderson, Whiting, and Flagg houses.

Besides the properties along the northern portion of Capitol Boulevard, there are only two other properties within the Brewery Neighborhood with the Single Family Residential Low Density designation. These two vacant properties, totaling approximately five acres, are located north of Roberts St. and west of Cleveland Avenue. The larger of these two properties, which fronts on Cleveland Avenue, is part of the brewery holdings. These properties are adjacent to both the single family neighborhood to the south and the industrial designated properties of the brewery to the north. The future "E" Street connection to Cleveland Avenue may be located in this general area.

Future visioning or planning for the brewery vicinity should consider if the current designation of these two properties is appropriate or if it should be changed. Also, the Economic Development Plan should be referenced for specific recommendations for these two properties.

13.3 Single-Family Residential Medium Density (6-9 DU/Acre) Designation

There are very few properties within the Brewery Neighborhood with the Single Family Residential Medium Density designation. There is a small area adjacent to the northeast corner of the cemetery that has this designation. However, it appears these properties are owned by either the cemetery or organizations associated with the cemetery. At some point in the future the land use designation for these properties should be evaluated to determine if a change to the Public/Institutional designation would be appropriate.

The only other properties in the neighborhood with this designation are several homes located at the west ends of Carlyon Avenue and Vista Street near Fairfield Street. These lots are directly adjacent to other similar residential lots that happen to be in the City of Olympia. These lots should remain with the Single Family Residential Medium Density designation in order to protect the quiet residential atmosphere, promote neighborhood stability and continuity and maintain consistency with the adjacent well-established residential neighborhood.

13.4 Mixed Use Designation

The property to the west of the Deschutes River and east of Capitol Boulevard, lying south of extended "E" Street and north of "M" Street, is situated on a bluff overlooking the Deschutes River and the former brewery warehouse area. This area would be

appropriate for mixed use development. The mixed use designation for this area would also help to create a high density corridor along Capitol Boulevard. Any development within this area should be subject to strict access controls to avoid the adverse impacts that individual driveway accesses would have on Capitol Boulevard. The City of Tumwater Shoreline Master Program should be referenced for recommendations and policies for the valley floor in this area.

Mixed use areas, when developed with design and development guidelines, should be consistent with the objectives and goals of Section 2.2 of Chapter 2 of the Land Use Plan.

New development in the above-mentioned areas should take place with strict land use controls and design standards. Incompatible uses such as industry, warehousing and distribution, chemical, noise generators and those uses that are heavily truck-dependent should not be permitted.

13.5 Brewery District Designation

The Brewery District designation has been applied to the area identified on the Brewery Neighborhood Future Land Use Map and in Figure 26 and is based on the Brewery District Plan adopted by the City Council in 2014. A Brewery District Zone will be created that consists of seven subdistricts. Zone district design and development standards will transform the Brewery District over time from a largely auto-oriented commercial node, into a lively, walkable, and economically vibrant neighborhood center with a mixture of housing and neighborhood-serving businesses in accordance with the goals and objectives of the Brewery District Plan. Additionally, the Brewery District Zone is intended to provide for a mix of uses within the former brewery properties consistent with the City's Economic Development Plan, Strategic Plan and the Final Report for the Community Visioning Project for the Former Olympia Brewery.

Knoll. The location overlooking the Deschutes River, with high visibility from the freeway and close proximity to the historic district, makes this a unique economic and community development opportunity. A mixture of uses is desirable to create a vibrant sense of place that appeals to pedestrians and creates a community focal point for Tumwater and the surrounding area. A broad mix of uses should be allowed in this subdistrict, including but not limited to retail, personal and professional services, restaurants, educational, entertainment, lodging, and residential.

Valley. Existing industrial buildings located adjacent to rail access make this area ideal for light industrial uses that do not create compatibility issues with other land uses, and for certain kinds of commercial uses that are most appropriately located as neighbors of industrial uses.

Bluff. Vacant land overlooking the valley and in close proximity to residential development to the south and east makes multifamily residential a possibility. A minimum net density of ten units per acre should be applied to promote the efficient use of land and to provide a density pattern that will support public transit in the long term.

Triangle. Given its proximity to surrounding residential neighborhoods and the former brewery properties, excellent transit service, and its visibility and access from I-5 and major urban corridors, the Triangle has the potential to transform into a highly pedestrianized neighborhood center with a broad mixture of uses, including medium-density housing and community-serving commercial uses. New development in the Triangle should be a mixture of uses with buildings up to 5 stories in height. Active ground floor uses should be encouraged that engage the sidewalk, particularly along Cleveland Avenue “Main Street”.

Deschutes. Referred to as the South Focus Area in the Brewery District Plan, this subdistrict benefits from excellent freeway access as well as high volumes of pass-by traffic (which may increase upon completion of the E Street extension), and consequently, this area may experience increased development pressure in the future. Given its relative isolation from surrounding residential areas and the remainder of the Brewery District, new development in the Deschutes Subdistrict will likely remain dependent upon automobile access for its success. Such new development may include a mixture of office and retail uses, as well as housing (which may be desirable adjacent to the park). Design and development

standards should improve the character of development in this area as well as the appearance of this important gateway into the Brewery District, with a focus on decreasing the visibility of surface parking areas and improving building frontage conditions along key rights-of-way. This subdistrict extends further south than the South Focus Area depicted in the Brewery District Plan. The extension of this subdistrict to Linwood Avenue ensures that land on both sides of Capitol Boulevard at this southern gateway into the Brewery District will be developed in accordance with consistent development and design standards.

Bates Neighborhood North. Referred to as the Bates Neighborhood Periphery in the Brewery District Plan, development located in this subdistrict should create a transition between the small-scale, residential character of development in the Bates Neighborhood South and the higher-intensity commercial area in the Triangle and along Capitol Boulevard. Buildings may provide commercial-style elements and site development patterns, including large ground-floor windows, articulated architectural bays, and masonry facades, and may reach up to four stories in height.

Bates Neighborhood South. Referred to as the Bates Neighborhood Interior in the Brewery District Plan, new development in this subdistrict should reflect and be compatible with the detached, single-family structures currently seen in this area. While uses within these structures may be commercial or residential, buildings in this area should continue to be residential in character, mirroring not only surrounding building heights, but also providing site development and building design elements (including setbacks, landscaping, building materials, and architectural elements) that are consistent with the surrounding residential character. New development should be limited to a maximum height of three stories.

13.6 New Market Historic District

The New Market Historic District designation has been applied to the area including the Tumwater Historical Park, the Tumwater Falls Park and the site of the Old Brewhouse on the east side of the Deschutes River. All development that occurs in this area should be subject to the standards and recommendations of the New Market Historic District Master Plan.

13.7 Light Industrial Designation

A 4.5-acre parcel on west side of Cleveland Avenue has historically been used for office-related light industrial uses. The Light Industrial designation will allow these uses to continue.

13.8 Public/Institutional Designation

The area east of Cleveland Avenue and south of North Street is a large cemetery complex. It is well maintained, provides much needed open space, and is a valuable cultural and historical resource for Tumwater. The designation of Public/Institutional supports the continued use of this area as a cemetery.

There are a few small properties associated with the cemetery located at the northeast corner of the cemetery. These properties do not have the Public/Institutional designation. In the future a change in land use designation should be considered for these properties to make their current land use consistent with their land use designation.

13.9 Parks/Open Space

There are several developed parks and open space areas in the Brewery Neighborhood that are also within the Deschutes River Special Area Management Plan. These include:

- Tumwater Historical Park - a 17 acre public park on the western shore of the south basin of Capitol Lake.
- Tumwater Valley Municipal Golf Course - an eighteen hole golf course open to the public, with a driving range, pro-shop, and restaurant. The golf course also doubles as a well field for municipal drinking water wells.

There is a small triangular parcel of land west of Sunset Way and east of Fairfield Road that is owned by the City and provides community open space. This parcel should be preserved as open space in the form of a park. According to Tumwater Ordinance #329 (April 6, 1954), Mr. Fred Carlyon donated this small triangular parcel of land to the City of Tumwater. The donation and the ordinance both specified that the property was donated for the purpose of being used as a park. It was also specified that the property would be known and designated as “Coralie Carlyon Park”. The last requirement was that the City of Tumwater would not erect or authorize the erection of any utility poles on the property.

The area north of Highway 101 and south of Deschutes Parkway consists of heavily wooded steep slopes. Due to its topography and isolation, uses other than open space would not be viable in this area. This area should continue to be preserved and protected as open space. The Parks/Open Space designation best achieves this goal.

The New Market Historic District Master Plan, and the Tumwater Parks Plan should be referenced for specific recommendations and policies for parks and open space in areas that are under shoreline jurisdiction.