

TUMWATER / THURSTON COUNTY JOINT PLAN



An Element of the Tumwater Comprehensive Plan
And Thurston County Comprehensive Plan

Adopted April, 1995
2009 Update

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**TUMWATER/THURSTON COUNTY
JOINT PLAN**

**CHAPTER 1
INTRODUCTION**

1. INTRODUCTION

1.1 Background

The process of joint planning was initially agreed upon in the 1988 Urban Growth Management Agreement by the Cities of Tumwater, Olympia and Lacey, and Thurston County. This agreement established short- and long-term urban growth areas for the three cities and outlined a process for the County to jointly plan for these areas with each city.

In 1990, the Washington State Legislature passed the Growth Management Act. The Act requires Thurston County and each of its cities to adopt a comprehensive plan, and to jointly establish a 20-year urban growth boundary for each urban area. To guide this planning effort, the Act mandated the County to promulgate County-Wide Planning Policies.

Thurston County adopted County-Wide Planning Policies in September, 1992, in collaboration with its cities and towns. The Policies reaffirmed that joint planning would be used to plan for each city's urban growth area. In August, 1993, representatives of Thurston County and its cities and towns met to clarify the intent of the County-Wide Planning Policies and affirm the long- and short-term urban growth boundaries established in the 1988 Urban Growth Management Agreement for Olympia, Lacey, and Tumwater. The Policies state that changes to these boundaries may be proposed through the joint planning process.

The Tumwater City Council and Thurston County Commissioners authorized work to begin on a joint plan for the Tumwater urban growth area in 1993. The Tumwater-Thurston County Joint Planning Committee was created to develop the Joint Plan. The Committee consisted of the City of Tumwater Planning Commissioners, and one representative each from the Thurston County Planning Commission, Tumwater School District, and Port of Olympia.

The Joint Planning Committee's mission was to develop a comprehensive plan to guide future development in the urban growth area during its transition from rural- to urban-level development. Development of the plan was to:

- Bring together local officials, residents, property owners, and other interested parties to discuss the future of the area; and
- Be consistent with the requirement of the Washington State Growth

Management Act.

To ensure successful implementation of the Joint Plan, Thurston County and the cities of Tumwater, Lacey, and Olympia entered into an agreement in 1995 titled *Memorandum of Understanding—Urban Growth Area Zoning and Development Standards*.

1.2 Purpose of Joint Planning

This document is a comprehensive plan for the unincorporated portion of the Tumwater urban growth area prepared jointly by Thurston County and the City of Tumwater. It has been adopted by each jurisdiction as a comprehensive plan amendment. Its purpose is to provide a framework to guide future development in the area during its transition from rural- to urban-level development. It serves as the basis for future planning decisions by each jurisdiction in the urban growth area. (NOTE: This plan applies to the unincorporated portion of the Tumwater urban growth area only. The term "urban growth area" is used in this document to refer to the unincorporated portions of the urban growth area.)

1.3 Public Involvement

The Joint Plan has been developed to serve as a guide for future growth and to meet the needs of current residents in the Tumwater urban growth area. It evolved through the participation of existing, as of 1994, residents, property owners, local government officials and many other interested parties at numerous public meetings, hearings and other forums for citizen involvement.

As described in Section 1.1 above, the Joint Planning Committee was formed to draft the City of Tumwater-Thurston County Joint Plan. The Committee held public meetings at least once per month from October, 1993, through July, 1994 to develop the Plan. Public comment was encouraged and received throughout each of the Committee's meetings. The Committee also received numerous written comments as it developed the Joint Plan.

Committee meetings were advertised through the local newspaper, *The Olympian*, and through information sheets that were available at customer service counters at the City of Tumwater and Thurston County. An extensive mailing list was developed to provide individual notices of Joint Planning Committee activities. Periodic information regarding the Joint Planning process also was provided in the City of Tumwater's monthly newsletter, *The Pioneer*, and by Thurston County in its regular

progress reports.

The Joint Planning Committee also produced a newsletter, called *Joint Plan News*, that was distributed through mass mailings to the entire study area three times during the development of the Plan. These mass mailings were distributed to all postal customers in the study area vicinity.

Periodic updates on the Joint Planning process were given at public meetings of the Thurston County Planning Commission, Tumwater City Council, and Thurston County Commissioners. Updates were also provided, upon request, to other local citizen groups and local governments (e.g., rural fire districts).

As the Joint Planning Committee completed the Draft Joint Plan, individual notices were sent to owners of property for which the Draft Joint Plan proposed changes from existing, as of 1994, Thurston County plans or policies. These property owners were given the opportunity to testify at all public hearings during consideration of the Joint Plan by Thurston County and City of Tumwater planning commissions and elected officials.

Following completion of the Draft Joint Plan by the Joint Planning Committee, the Plan was reviewed during a series of public workshops and hearings by the Tumwater and Thurston County Planning Commissions, the Tumwater City Council, and the Thurston County Commissioners. Public comment was received at each of these meetings. Notice of each of these meetings was provided, in accordance with state law and City and County policies, through the environmental and intergovernmental review processes, notices published in *The Olympian* and posted at public places, individual notices to citizens on the Joint Plan mailing lists, the *Joint Plan News*, and through other local media.

1.4 Plan Organization and Content

This plan is organized into ten chapters.

Chapter 1 includes background information which provides the context in which the plan was developed. It also states the purpose of the plan and describes the public involvement process which was used in its development.

Chapter 2 describes the study area of the plan. It also illustrates the urban growth boundary established by this plan and how the boundary differs from the urban growth boundaries established by the 1988 Urban Growth Management Agreement

between Thurston County and the Cities of Tumwater, Olympia and Lacey.

Chapters 3 through 9 each include an element of the plan as required or suggested by the Washington State Growth Management Act. Chapter 3 addresses land use, including maps showing future land use designations which will be applied within the Tumwater urban growth area. Chapters 4 through 7 incorporate into this Joint Plan the Lands for Public Purposes/Essential Public Facilities, Utilities, Housing, and Parks and Recreation elements of the Tumwater Comprehensive Plan, respectively. Chapters 8 and 9 address future transportation and other public facilities that will be needed to serve the projected development within the Tumwater urban growth area over the next 20 years.

Chapter 10 describes how the Joint Plan should be implemented. It includes recommendations for zoning changes, coordination between local governments and other public service providers to ensure smooth transitions of service provision as the planning area urbanizes, future plan amendments, and other necessary considerations to accomplish the goals of the Plan.

**TUMWATER/THURSTON COUNTY
JOINT PLAN**

CHAPTER 2

**DESCRIPTION OF JOINT PLANNING
AREA**

2. DESCRIPTION OF JOINT PLANNING AREA

2.1 2002 Existing Conditions

Location:

East, south and west of Tumwater city limits, plus "islands" of unincorporated territory surrounded by the City of Tumwater (see Map 2-1, Joint Planning Area).

Area:

- Total 2002 urban growth area = 8,782 acres (Source: 2002 Profile)

Land Use:

- Land use is varied; area is semi-rural in character, with portions experiencing transition to urban-level development.
- Thurston County Comprehensive Plan 1994 land use designations (see Maps 3-3, 3-6 and 3-9 in Section 3.5).
- Zoning (and acreage) as of 1994 in Thurston County (see Maps 3-2, 3-5 and 3-8 in Section 3.5):

›	RR 1/5	Rural Residential (1 unit per 5 acres)	3,601 acres
›	RR 1/1	Rural Residential (1 unit per acre)	315 acres
›	RR 1/2	Rural Residential (1 unit per 2 acres)	96 acres
›	RR 2/1	Rural Residential (2 units per acre)	728 acres
›	MDR 2-8/1	Medium Density Residential (2-8 units per acre)	1,340 acres
›	MDR 4-8/1	Medium Density Residential (4-8 units per acre)	75 acres
›	HDR 4-16/1	High Density Residential (4-16 units per acre)	50 acres
›	NC	Neighborhood Commercial	8 acres
›	HC	Highway Commercial	12 acres

›	LI	Light Industrial	531 acres
›	PID	Planned Industrial District	1,497 acres

Transportation:

- Federal and state highways
 - › Interstate 5
 - › State Route 121 (93rd Avenue from Tilley Road to I-5; Tilley Road, south of 93rd Avenue)
- Major local roadways
 - › Littlerock Road
 - › Old Highway 99
 - › 93rd Avenue (other than State Route 121)
 - › 88th Avenue
 - › Henderson Boulevard
 - › 70th Avenue/Kirsop Road/66th Avenue
 - › Trospen Road
 - › Black Lake-Belmore Road
 - › Black Lake Boulevard
- Transit service
 - › As of December 2003, Intercity Transit daily service is not available within the Tumwater urban growth area. Some service routes do exist within the City limits of Tumwater.
- Trails
 - › None. However, Thurston County has obtained the southern portion of the Burlington Northern Santa Fe railroad line, which lies in the western portion of the urban growth area, for a future trail.
- Railroads
 - › Burlington Northern Santa Fe line running north-south through western portion of study area.
 - › Union Pacific line running along the north side of the Deschutes River

Valley.

Topography:

- Land features
 - › Primarily flat, except for steep slopes northwest of Black Lake Boulevard and moderate to steep slopes on either side of the Deschutes River Valley.
- Water features
 - › Deschutes River
 - › Lake Susan/Munn Lake/Trail's End Lake
 - › Swamp Lake on 73rd Avenue (and stream connection to north to the Deschutes River)
 - › Percival Creek
 - › Black Lake
 - › Black Lake Drainage Ditch
 - › Fishpond Creek
 - › Trosper Lake
 - › Salmon Creek
 - › Numerous marshes and wetlands, particularly in the western portions of urban growth area.
 - › Extremely sensitive aquifer recharge areas throughout most of urban growth area.
 - › High ground water areas located within the Salmon Creek Basin

Public Facilities:

- Tumwater School District
 - › Black Lake Elementary School (located at 66th Avenue and Black Lake-Belmore Road).
 - › Bush Middle School (located just inside City limits at 93rd Avenue and Kimmie Road).
 - › Black Hills High School (located west of Littlerock Road and south of 70th Avenue).
- Parks

- › Kenneydell County Park (located between Fairview Avenue and Black Lake).
- Emergency services
 - › Fire districts (see Map 2-2)
 - Black Lake #5
 - East Olympia #6
 - Littlerock #11
 - McLane #9
 - Munn Lake #15 (Tumwater Fire Department is on contract to provide services for this fire district)
 - Note: The City of Tumwater Fire Department also responds to calls within the urban growth area as a result of the county-wide mutual aid agreement.*
 - › Police
 - Thurston County Sheriff's Department
 - Note: The Tumwater Police Department also responds to calls within the urban growth area due to a mutual response agreement.*
- Utilities
 - › Sewage treatment
 - Primarily on-site septic systems.
 - Sewer lines extend into the urban growth area in several areas including the 79th Avenue/Old Highway 99 area on the east side and the 70th Avenue/Black Hills High School area on the west side.
 - › Water supply
 - Primarily on-site wells.
 - City of Tumwater service to several areas (70th/66th Avenues/Black Lake Elementary/Kenneydell Park; 58th Avenue east of Henderson Blvd; Old Highway 99/Trail's End area/79th Avenue).
 - › Stormwater management
 - Various; ranges from no facilities to on-site containment to roadside ditches.
 - › Electric, cable television, telephone, natural gas (see Chapter 5 and

- Appendix E).
- › Solid waste
 - Private disposal franchises.

2.2 Urban Growth Boundaries

The 1988 Urban Growth Management Agreement adjusted the 1983 boundaries and established short-term and long-term urban growth boundaries for the Cities of Tumwater, Olympia and Lacey. This 1988 agreement contained a note stating that the southwestern portion of the Tumwater long-term urban growth boundary would be finalized through Joint Planning between Tumwater and Thurston County. (Please see Appendix A for a summary of the process and criteria used to develop the 1988 urban growth boundaries.

In 1992, the long-term urban growth boundaries established in the 1988 agreement were designated by the Thurston County Commissioners as the "interim" urban growth boundaries for these three cities under the Washington State Growth Management Act (GMA). The 1992 Thurston County County-Wide Planning Policies (CPP's) established criteria and a process for amending the 1988 urban growth boundaries (see Appendix B for an analysis of how the urban growth boundaries proposed in this plan meet the CPP's criteria). The CPP's require a long-term (20-year) urban growth boundary, but make optional a short-term (10-year) urban growth boundary. Joint planning between Thurston County and the affected City is established in the CPP's as the mechanism for amending the boundaries.

During the development of this Joint Plan, Tumwater and Thurston County appointed and elected officials reviewed and re-affirmed the process and criteria that were used to develop the 1988 long-term and short-term urban growth boundaries. They also considered several alternatives to these boundaries for this Joint Plan. In addition to the considerations required by the GMA and CPP's, they evaluated the various growth boundary alternatives using the following general principles:

1. *Urban development should be served by municipal utilities, which are better suited to providing necessary services at urban densities.*
2. *Urban growth boundaries should recognize logical service areas for urban services. These services include, but are not limited to, roads, potable water, sanitary sewer, and storm drainage facilities. Provision of some of these services, especially storm drainage and sanitary sewer, is often determined by topography, since they rely primarily on gravity flow.*

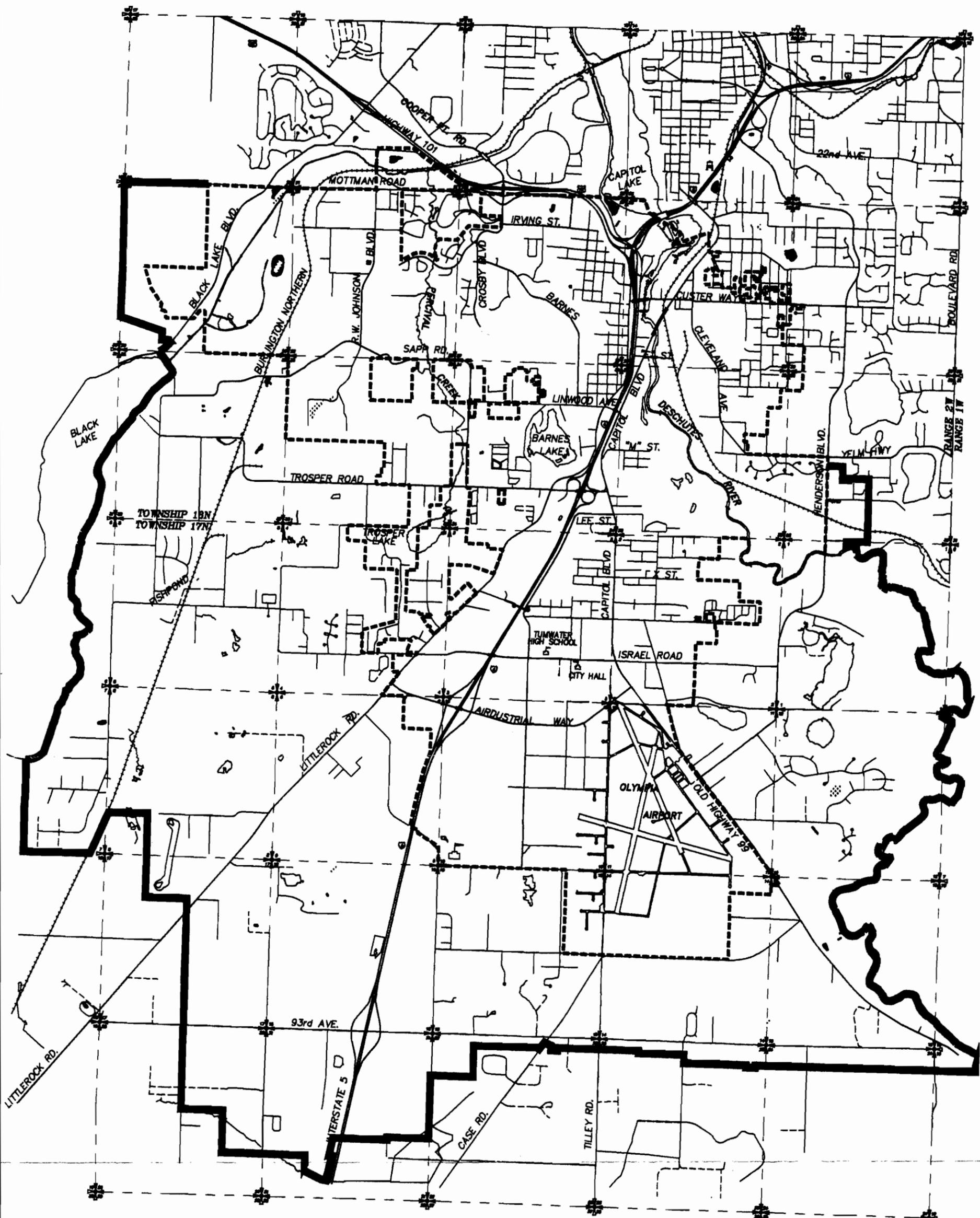
3. *Existing land use should be one determinant of urban growth boundary location. Areas already characterized by urban levels of development may be appropriate for inclusion within urban growth boundaries.*
4. *Urban growth boundaries should follow property lines wherever possible. This allows individual properties to be considered for development as a whole, rather than being split between urban and rural levels of development.*

After analyzing each of the alternative urban growth boundaries proposed for this Joint Plan, including consideration of a complete land supply analysis (as described in Section 3.3) for the three primary alternatives, the Thurston County Commissioners and Tumwater City Council have adopted a single, long-term urban growth boundary shown on Map 2-3. By the adoption of this Joint Plan, this boundary becomes the official urban growth boundary for Tumwater. The map also highlights the areas where this boundary differs from those included in the 1988 Urban Growth Management Agreement. Chapter 10 of this plan includes recommendations for future implementation actions which would affect these highlighted areas.

The boundary established in this Joint Plan reaffirms the analysis performed for the 1988 Urban Growth Management Agreement by retaining the boundary created by that agreement in most areas and by establishing the southwestern portion of the long-term urban growth boundary as required by the note included on the 1988 Agreement map.

This plan also adjusts the 1988 boundary slightly in the eastern and southeastern portions in order to create a more logical boundary (i.e., along property lines or to follow the Deschutes River). These adjustments also will provide for more efficient provision of urban services by including all areas west of the Deschutes River in the City's service area.

As demonstrated in Section 3.3, the urban growth area established by this Joint Plan is sufficient to accommodate the future population growth projected to occur in Tumwater over the next twenty years, as required by the Washington State GMA. While Section 3.3 indicates the urban growth area may be able to accommodate a larger population than is projected, the land use policies contained in Chapter 3 (e.g., minimum density requirements) and the concurrency policies contained in the Tumwater and Thurston County Capital Facilities Plans and Chapter 8-*Transportation* of the Joint Plan will prevent urban sprawl and ensure that future development occurs in an orderly manner with cost-efficient urban service provision.



LEGEND

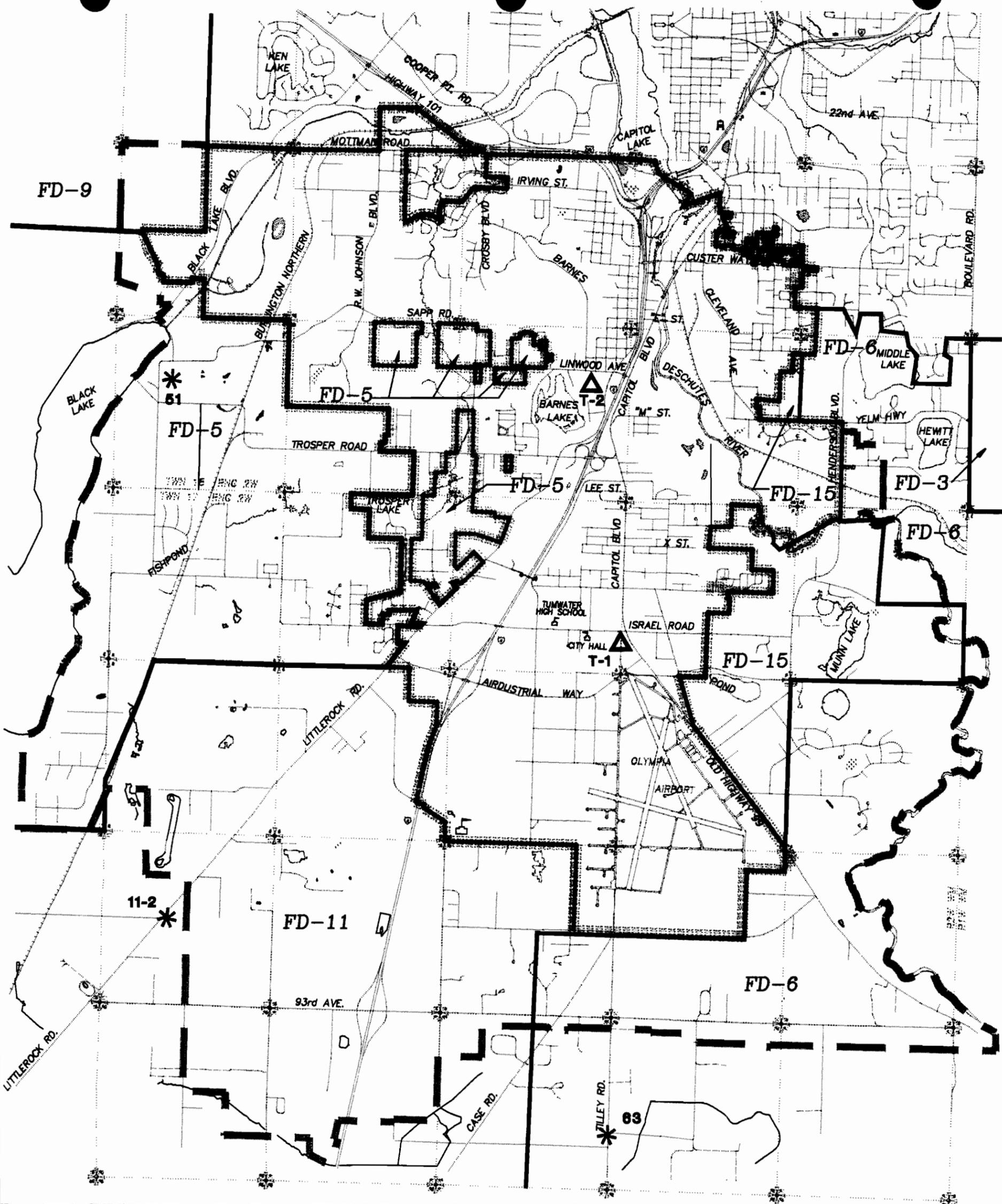
- CITY LIMITS
- JOINT PLAN URBAN GROWTH BOUNDARY
- JOINT PLANNING AREA

Urban growth boundary and city limits shown were existing as of 1995. For current boundaries, see Map 3-1.



MAP 2-1
CITY OF TUMWATER
JOINT PLANNING AREA

COURTESY OF PUBLIC WORKS DEPARTMENT

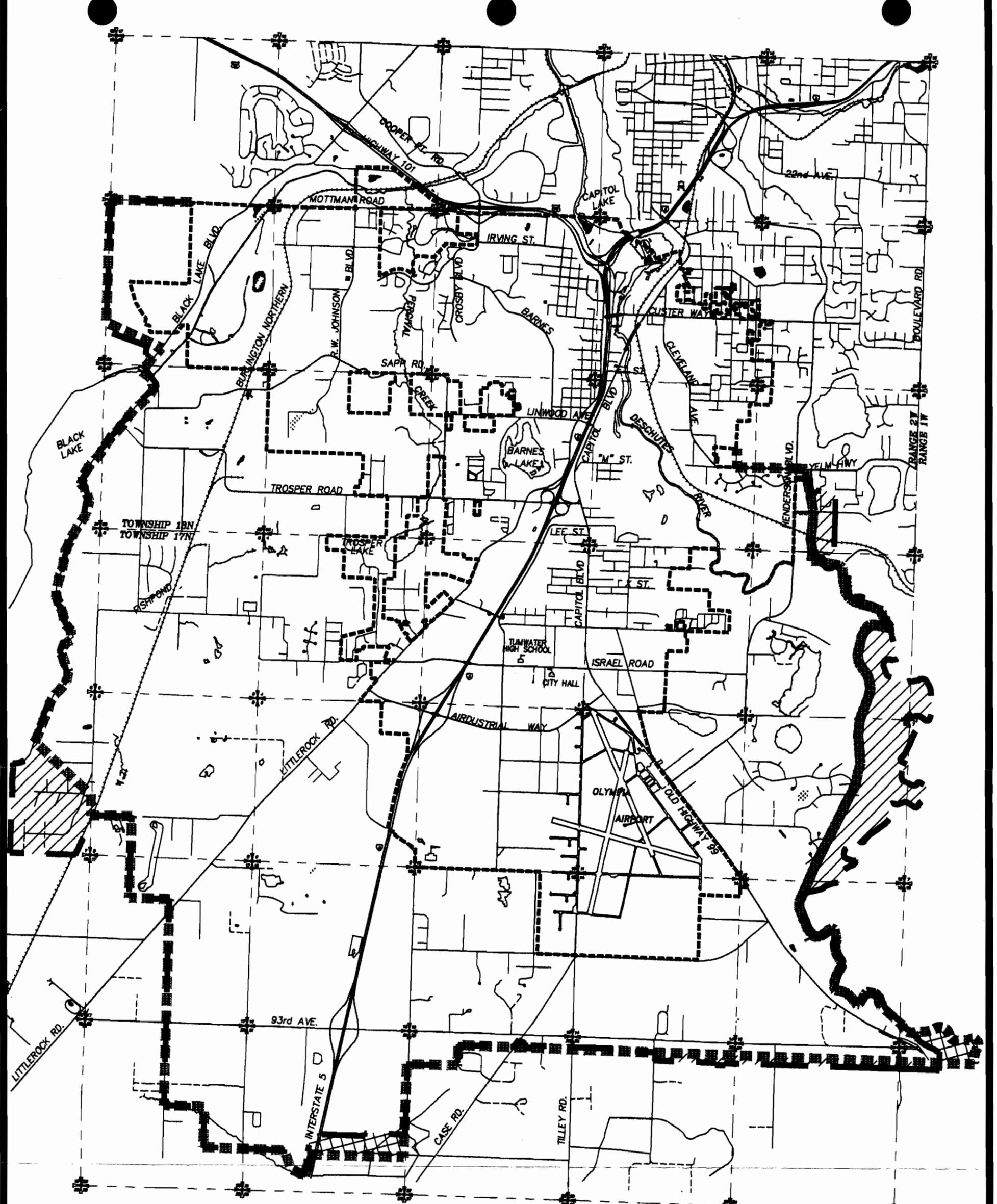


LEGEND

- | | | | |
|----------------------------------|--|---------------------------|--|
| CITY LIMITS | | FIRE DISTRICT BOUNDARY | |
| JOINT PLAN URBAN GROWTH BOUNDARY | | CITY OF TUMWATER STATIONS | |
| JOINT PLANNING AREA | | FIRE DISTRICT STATIONS | |

Urban growth boundary and city limits shown were existing as of 1995. For current boundaries, see Map 3-1.

MAP 2-2
CITY OF TUMWATER
JOINT PLANNING AREA
FIRE PROTECTION MAP
 COURTESY OF PUBLIC WORKS DEPARTMENT



LEGEND

CITY LIMITS



JOINT PLAN URBAN GROWTH BOUNDARY



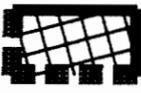
1988 LONG TERM URBAN GROWTH BOUNDARY



AREA ADDED TO 1988 UGM BOUNDARY



AREA DELETED FROM 1988 UGM BOUNDARY



MAP 2-3

**CITY OF TUMWATER
JOINT PLANNING AREA**

URBAN GROWTH BOUNDARY

COURTESY OF PUBLIC WORKS DEPARTMENT

**TUMWATER/THURSTON COUNTY
JOINT PLAN**

CHAPTER 3

LAND USE

3. LAND USE

3.1 Introduction

This chapter of the Joint Plan presents the 20 year vision for land use in the Tumwater urban growth area. This plan covers the planning period from 2002 to 2022.

This plan addresses all areas within the urban growth boundary of Tumwater, including the several "islands" of unincorporated land that are surrounded by the city limits of Tumwater.

The Joint Plan Land Use Map included in this chapter represents the general future land use patterns that are desired for the Tumwater urban growth area over the next 20 years. It is a graphic expression of the goals, policies and objectives in this chapter. Together, the land use map and goals, policies and objectives present a framework to guide future land use decisions in the greater Tumwater area.

This chapter complies with the requirements of the Washington State Growth Management Act for a land use element of a comprehensive plan. This chapter serves as the land use element for both Thurston County and the City of Tumwater for the Tumwater urban growth area. In accordance with the County-Wide Planning Policies for Thurston County, this element has been developed through joint planning between the City of Tumwater and Thurston County. Following is a demonstration of this element's compliance with the Growth Management Act and the County-Wide Policies.

3.1.1 Growth Management Act Goals Compliance

The Growth Management Act requires that Tumwater and Thurston County show how the land use element meets the relevant planning goals contained within the Act. All thirteen of the goals do not apply to land use; therefore, 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.*
2. *Reduce sprawl. Reduce the inappropriate conversion of undeveloped land*

into sprawling, low density development.

This chapter contains goals, policies and objectives that encourage compact, efficient urban development and encourages urban growth to be phased outward from the urban core. It also proposes residential and mixed use land use designations that will encourage the development of compact urban areas. (Goal #2, Policies 2.1 through 2.4; Goal #3, Policies 3.1 through 3.9; Goal #4, Policies 4.2, 4.4 & 4.5; Section 3.5, Proposed Land Use Designations)

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

This chapter contains goals, policies and objectives that ensure coordination with regional and local transportation plans and promote land use development that is consistent with multi-modal transportation facilities. (Goal #5, Policies 5.1 through 5.12) It also proposes residential, mixed use, and neighborhood commercial land use designations that will encourage multi-modal, transit oriented development. (Section 3.5, Proposed Land Use Designations)

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.*

This chapter, in conjunction with Chapter 6, Housing, includes policies and land use designations designed to ensure the provision of affordable housing (Goal #4, Policies 4.1 through 4.6; Section 3.5, Proposed Land Use Designations). The City of Tumwater Housing Plan, adopted by reference in Chapter 6 of this document, includes a variety of policies and recommended regulatory changes expressly designed to encourage housing affordability.

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 Joint Plan land use element ensures the provision of adequate land for commerce

and industry in the Tumwater area (Section 3.5, Proposed Land Use Designations). The Tumwater Economic Development Plan, an element of the City of Tumwater Comprehensive Plan, also makes specific recommendations for economic development in Tumwater.

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.*

This chapter was developed with sensitivity to property rights issues. Designation of areas for future land uses were based upon many factors including the impact of designations on private property.

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

The Joint Plan includes a policy to ensure timely and fair processing of development permits (Goal #2, Policy 2.6). However, Chapter 10 of this document outlines the implementation of Joint Plan recommendations. Implementation actions will be accomplished as follow on development regulations by both the City of Tumwater and Thurston County, as appropriate. The Tumwater Housing Plan (see Chapter 6) contains an assessment of barriers to affordable housing and includes an analysis of average development permit processing times in the City of Tumwater. Tumwater is currently 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.*

This chapter ensures the viability of natural resource industries through the identification of such lands in the text and land use maps. Additionally, the Tumwater and Thurston County comprehensive plans contain specific guidelines and policies regarding critical areas and resource lands 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.

This chapter, in conjunction with Chapter 7, Parks, Recreation and Open Space, designates areas that would be appropriate for future open space and recreation uses. The Joint Plan land use element reinforces the recommendations of the Tumwater Parks and Recreation Plan (adopted by reference in Chapter 7 of this document) through the land use designations and in goals and policies (Goal #7, Policies 7.1 & 7.2; Section 3.5, Proposed Land Use Designations).

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

The goals and policies in this chapter ensure coordination of land use with the North Thurston County Groundwater Plan, and comprehensive plans for stormwater, sewer and water. The Tumwater Conservation Plan and the Natural Environment chapter of the Thurston County comprehensive plan also contain specific policies relating to air and water quality and water availability. This chapter also makes recommendations for clustering and other creative development techniques in sensitive areas. (Goal #3, Policies 3.2 & 3.3; Goal #6, Policies 6.1 through 6.5; Goal #8, Policies 8.1 through 8.5; Section 3.5, Proposed Land Use Designations)

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

This document was prepared in open public meetings by the Joint Planning Committee, a citizen's advisory committee authorized by the Thurston County Commissioners and Tumwater City Council. The committee included representatives from the City of Tumwater and Thurston County Planning Commissions, the Port of Olympia, and the Tumwater School District. Additionally, a newsletter called *Joint Plan News* was sent to all residents of the joint planning study area periodically throughout the planning process to keep them informed on progress of the plan. Joint public hearings on the draft Joint Plan were held by the Tumwater/Thurston County Planning Commissions and the Tumwater City Council and Thurston County Commissioners. Notice of these hearings was sent to all residents of the joint planning study area.

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.

The land use element of the Joint Plan has been closely coordinated with the development of Chapter 8, Transportation and Chapter 9, Public Facilities and Services. The Joint Plan will ensure concurrency through coordination of the Tumwater and Thurston County Capital Facilities Plans, as outlined in Chapters 9 and 10 of this document. This chapter contains goals and policies that ensure this coordination. (Goal #1, Policy 1.1; Goal #2, Policies 2.1 through 2.4; Goal #3, Policies 3.1 through 3.9; Goal #5, Policy 5.1; Goal #6, Policies 6.1 & 6.2; Goal #7, Policy 7.1)

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

The City of Tumwater and Thurston County have historic preservation programs which provide processes for designation of local historic sites for protection. Similar programs are conducted at the State and national levels. The Joint Plan land use element contains goals and policies encouraging consistency with and support for these programs. (Goal #12, Policies 12.1 & 12.2)

3.1.2 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 C. The following is a brief description of how the Joint Plan land use element is consistent with the adopted County-Wide Policies for Thurston County:

I. Urban Growth Areas

Chapter 2 of this document establishes growth boundaries in accordance with these policies. This chapter has been developed consistent with Chapter 2.

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

This chapter contains goals, policies and objectives that encourage compact, efficient urban development and encourages urban growth to be phased outward from the urban core. It also proposes residential and mixed use land use designations that will

encourage the development of compact urban areas. (Goal #2, Policies 2.1 through 2.4; Goal #3, Policies 3.1 through 3.9; Goal #4, Policies 4.2, 4.4 & 4.5, Section 3.5, Proposed Land Use Designations)

III. Joint County & City Planning Within Urban Growth Areas

This Joint Plan has been developed in accordance with the policies and process in this section of the County-Wide Planning Policies.

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

This chapter does not directly address the siting of County-wide and State-wide public capital facilities. Siting of these facilities has been addressed through development of a regional process, which is adopted by reference in Chapter 4, Lands for Public Purposes/Essential Public Facilities of this document.

V. Analysis of Fiscal Impact

Fiscal impacts of development in the Tumwater urban growth area are addressed in Chapter 9 and 10, Public Facilities and Services and Implementation Issues. Capital facilities projects necessary to support the land uses designated in this chapter are listed in Chapter 9. Chapter 10 describes the follow-on implementation actions which will specifically address fiscal impacts.

VI. Economic Development and Employment

The land use element ensures the provision of adequate land for commerce and industry in the Tumwater area. The Tumwater Economic Development Plan also makes specific recommendations for economic development in Tumwater. This chapter is consistent with the Tumwater Economic Development Plan.

VII. Affordable Housing

This chapter, in conjunction with Chapter 6, Housing, includes policies and land use designations designed to ensure the provision of affordable housing. (Goal #4, Policies 4.1 through 4.6; Section 3.5, Proposed Land Use Designations) The Tumwater Housing Plan, adopted by reference in Chapter 6, 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

This chapter contains goals, policies and objectives that ensure coordination with regional and local transportation plans. (Goal #5, Policies 5.1 & 5.2) It also proposes residential, mixed use, and neighborhood commercial land use designations that will encourage multi-modal, transit-oriented development.

IX. Environmental Quality

The goals and policies in this chapter ensure coordination of land use with the North Thurston County Groundwater Plan, and comprehensive plans for stormwater, sewer and water. The critical areas elements of the Tumwater and Thurston County comprehensive plans also contain specific policies relating to air and water quality and water availability. This chapter also makes recommendations for clustering and other creative development techniques in sensitive areas. (Goal #3, Policy 3.2; Goal #6, Policies 6.1 through 6.4; Goal #8, Policies 8.1 through 8.5; Section 3.5, Proposed Land Use Designations)

X. Process Policies

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

The Joint Plan has been developed to accommodate the regional population allocation developed using these County-Wide Planning Policies. (Section 3.4, Land Supply Analysis) The Joint Plan is designed to be a flexible document. As conditions and circumstances change, or as regional plans and policies are amended, it can be revised accordingly.

3.1.3 Amendments

The City of Tumwater and Thurston County will amend or update the Joint Plan every five years or as necessary to ensure internal and interjurisdictional consistency, and consistency with other elements of the Tumwater and Thurston County Comprehensive Plans. Linkage with all of the elements of these comprehensive plans is important in order to maintain orderly, cost-efficient development that is phased outward from the urban core. The City and County may jointly amend this Joint Plan at any time, consistent with the Growth Management Act.

The Joint Plan is meant to be a flexible and easily used document. As changes occur

in the urban growth area, the Joint Plan will need to be revised and amended in order to reflect new circumstances. 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 amendment process will 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.

3.2 Goals/Policies/Objectives

This section of the Joint Plan specifies goals, policies and objectives meant to set forth a direction for the future growth of the Tumwater urban growth area. The goals, policies and objectives also serve to ensure coordination with other City of Tumwater and Thurston County Comprehensive Plan Elements, regional plans and County-Wide Planning Policies. Additionally, they serve as an action plan for implementing certain recommendations within the Joint Plan. The goals, policies and objectives should be looked at in conjunction with Section 3.5.1, Policies/Designations/Definitions. The two sections are meant to work together as a whole.

GOAL #1

Ensure that the Joint Plan land use element is implementable and coordinated with all applicable City and County plans and the plans of other jurisdictions in the Thurston region.

Policy Objective

- 1.1 Ensure that the Joint Plan land use element is consistent with adopted County-Wide Policies.
 - 1.1.1 Ensure that the nine elements in the County-Wide Planning Policies are implemented (see the Introduction to this chapter for an analysis of the County-Wide Planning Policies).
- 1.2 Coordinate the Joint Plan land use element with the Olympia Regional Airport Master Plan and the Port of Olympia Strategic Plan.
- 1.3 Ensure consistency between the Joint Plan land use element and all

other elements of the City of Tumwater and Thurston County Comprehensive Plans and the Port of Olympia Comprehensive Plan.

1.3.1 Thurston County and Tumwater, in accordance with Section 36.70A.120 RCW, shall make capital budget decisions in conformity with the comprehensive plan.

1.4 Coordinate the Joint Plan land use element with the Shoreline Master Program for the Thurston Region.

1.4.1 Ensure that the adoption of the "Management Unit Regulations" chapter in Volume 2 of the Percival Creek Corridor Plan is implemented (to be accomplished through implementing regulations developed after completion of the Joint Plan).

1.4.2 Ensure that the Joint Plan land use section is consistent with the recommendations of the Deschutes Special Area Management Plan.

1.5 Ensure consistency between the Joint Plan land use element and City and County development regulations (see Chapter 10 for a list of additional implementation actions recommended to accomplish this objective).

1.5.1 Amend City and County development regulations as necessary to ensure implementation of Joint Plan policies and recommendations.

1.5.2 Develop and adopt an urban services agreement between the City of Tumwater and Thurston County which identifies specific City development standards to be applied by the County within the short-term urban growth area prior to annexation.

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 most appropriate areas.
 - 2.1.1 Implement the Goals and associated policies and objectives of the City of Tumwater Economic Development Plan.
- 2.2 Reduce the inappropriate conversion of undeveloped land into sprawling low density development.
 - 2.2.1 Ensure that the County-Wide Planning Policies are implemented (see the Introduction to this chapter for an analysis of the County-Wide Planning Policies).
 - 2.2.2 Revise County zoning to be compatible with future land uses shown on the Joint Plan Land Use Map (see Chapter 10 for a list of implementation actions recommended to accomplish this objective).
 - 2.2.3 Implement County zoning provisions for properties designated for residential land uses within the urban growth area to require development to be configured so urban growth areas may eventually infill and become urban.
- 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 Revise the City's Development Standards to encourage innovative land use management techniques.
 - 2.3.2 Consider future participation in a county-wide transfer of development rights program, in which some portion of the density range within a low density residential designation is achievable through purchase of transferred development rights. The objective of a county-wide transfer of development rights program would be to support conservation of important natural and/or cultural resources

(e.g., long-term agricultural lands, historic properties, or significant wildlife habitat).

- 2.4 Ensure that new annexations adhere to the City of Tumwater's Annexation Policies.
 - 2.4.1 Continue land use designations shown on the Joint Plan Land Use Map immediately upon annexation as amendments to the Tumwater Land Use Plan Map. The City shall honor the land use designation for at least one year following annexation.
 - 2.4.2 To implement this Joint Plan, the City may adopt zoning measures for unincorporated land which become effective immediately upon annexation. The City shall honor such zoning measures for at least one year following annexation.
 - 2.4.3 Do not approve any annexation that includes territory outside the long-term urban growth boundary adopted by this Joint Plan, or subsequent amendments to this Joint Plan.
- 2.5 Encourage the development of architectural and landscape design standards, where appropriate.
- 2.6 Ensure that applications for development permits are processed in a timely and fair manner, and that processing is coordinated between City and County, to enhance predictability.

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 and County's six-year Capital Facilities Plans.
 - 3.1.1 Ensure that the Capital Facilities Plans can be

implemented through the Joint Plan's projected land use densities.

- 3.2 Ensure that development is in conformance with the City of Tumwater Master Plans for Potable Water and Sanitary Sewer.
- 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.
 - 3.4.1 Allow public sewer and water service to be extended, consistent with the City's annexation policies, to serve development within the urban growth boundary. Extensions beyond the urban growth boundary shall only be allowed when they meet the conditions specified in the Thurston County Sewerage General Plan and implementing agreement and the Thurston County Coordinated Water System Agreement, respectively. Water systems and community on-site sewage systems in the urban growth area that the City agrees to own and operate should conform to adopted utility plans and standards.
- 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 County-Wide Planning Policies are implemented (see the Introduction to this chapter for an analysis of the County-Wide Planning Policies).
- 3.6 Residential and commercial development utilizing septic tanks for sewage 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, or when necessary

for groundwater resource protection.

- 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.
- 3.8 When development is placed in areas where growth is planned and full municipal utility connection is not yet available, water and sewage conveyance, and disposal systems and stormwater facilities should be designed and constructed in conformance with adopted utility plans.
- 3.9 Water systems designed and built prior to full utility connection should be considered for integration into the water utility to maximize potential for water source development.

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 Joint Plan land use section 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 Revise the City's Development Standards to encourage innovative land use management techniques.
- 4.3 Modular manufactured housing should be allowed to site on individual lots, as well as within mobile home parks, to encourage affordable housing.
 - 4.3.1 Revise the City's Zoning Code to allow manufactured housing as an alternative construction method.

- 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 Revise the City's Development Standards to encourage innovative land use management techniques.
- 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.
 - 4.5.1 Develop architectural design standards for multi-family development to assure the compatibility of higher densities with existing neighborhoods.
- 4.6 Mobile home parks which were legally established prior to adoption of this plan and that are located on lands designated Residential/Sensitive Resource, Single-Family Residential or Light Industrial 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. Expansion of the mobile home park area should not be allowed; however, enlargement of units within existing mobile home spaces should be permitted.

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 and the Thurston Regional Transportation Plan.
- 5.2 Pedestrian and bicycle trail links with other parts of Tumwater and surrounding jurisdictions should be established.
 - 5.2.1 Ensure coordination of this chapter with the Tumwater, Olympia and Thurston County Parks and Recreation Plans.

- 5.3 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.
 - 5.3.1 Revise the City's Development Standards to encourage provision of these amenities, including possible development of a City-wide design standards program.
- 5.4 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.
- 5.5 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.
- 5.6 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.
- 5.7 Provide development incentives (such as increased density, increased square footage, increased height) for proposed land developments located adjacent to transportation corridors when amenities for transit users, bicyclists and pedestrians are included.
- 5.8 Encourage land development proposals to utilize the capacity of the existing transportation system, especially transit and non-motorized modes.
- 5.9 Encourage public and private development proposals to enhance the street side environment to maximize comfort for the transit user and the pedestrian.
- 5.10 Encourage subdivision and commercial/retail project design which facilitates cost-effective transit and emergency service delivery.
- 5.11 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.

- 5.12 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.

Policy Objective

- 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 City of Tumwater's Master Storm Drainage Plan.
- 6.3 Ensure that new development meets the quality and quantity control requirements contained in the *Drainage Design and Erosion Control Manual for the Thurston Region*.
- 6.4 Ordinances meeting applicable legal standards should be adopted by the City of Tumwater and Thurston County regulating land uses within wellhead protection areas to ensure that negative effects on groundwater quality are avoided or mitigated.
- 6.5 Ensure that future land use and development is in conformance with regional wellhead protection policies and adopted wellhead protection programs of Thurston County and the City of Tumwater.
- 6.6 Ensure coordination with the Percival Creek Comprehensive Drainage Basin Plan.
- 6.7 Ensure that new development is in conformance with aquifer protection standards of the City's Conservation Plan.
- 6.8 Prohibit new residential development in the 100-year floodplain.

- 6.9 Encourage consistency between the City of Tumwater and Thurston County critical area regulations within the urban growth area and as they apply to natural features which form the Tumwater urban growth boundary (e.g., Deschutes River, Black Lake, Salmon Creek Basin).
- 6.10 Encourage the development and use of low impact development standards similar to those contained in the *Zero Effect Drainage Discharge* Ordinance as adopted by the City of Tumwater [Chapter 13.22 TMC].
- 6.11 Ensure that the recommendations of the Salmon Creek Comprehensive Drainage Basin Plan are followed and work to keep the development regulations for high groundwater flooding hazards for both Tumwater and Thurston County consistent.

GOAL #7

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

Policy Objective

- 7.1 Ensure implementation of the Tumwater Parks and Open Space Plan.
- 7.2 Ensure coordination of the Joint Plan with the open space retention and natural area preservation standards of the City's Conservation Plan.
 - 7.2.1 A geological/critical area study and mapping program should be performed for all areas of the City's urban growth boundary. This study should address:
 - Geologic hazard areas
 - Erosion hazard areas
 - Landslide hazard areas
 - Mine hazard areas
 - Seismic hazard areas
 - Volcanic hazard areas
 - Aquatic hazard areas
 - Floodways
 - 100 year flood plains

- 500 year flood plains
- Wetlands
- Aquifer recharge areas
- Special management areas
- Groundwater flooding in the Salmon Creek Basin

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 applicable standards and requirements for critical areas.
- 8.1.1 Conduct a geological study and mapping program for the urban growth area. (See Policy 7.2.1)
- 8.2 Prohibit or set conditions on development based on anticipated adverse environmental impact.
- 8.3 Inventory the hillside areas to determine which areas, because of known hazards, topographic formations and unstable soils, should be limited to extent of development.
- 8.3.1 Conduct a geological study and mapping program for the urban growth area. (See Policy 7.2.1)
- 8.4 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 adopted by the City of Tumwater and Thurston County.

- 8.5 Consider applying the standards of the City's Tree Protection Ordinance to the unincorporated urban growth area through an intergovernmental agreement.

GOAL #9

Identify what conditions should be applied to development in residential areas, using appropriate City or County implementing regulations.

Policy Objective

- 9.1 Residential developments should be protected from excessive noise, odors, dirt, glare and other nuisances emanating from commercial and industrial uses.
- 9.2 Allow for multi-family residential development through appropriate zoning. Consideration should be given to encouraging this type of development near centers of community services.
- 9.2.1 Development Standards should encourage innovative land use management techniques.
- 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 Development Standards should encourage innovative land use management techniques.
- 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 Development Standards should encourage innovative land

use management techniques.

- 9.5 Implementing regulations should address the issue of private residential communities and their impacts.

GOAL #10

Identify policies and regulations that should be applied to commercial and industrial areas and uses, using appropriate City or County implementing regulations.

Policy Objective

- 10.1 The land use designations in this Joint Plan should be consistent with 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 urban growth area. These centers shall have a landscaped, urban park quality.
- 10.4 Future development of commercial, manufacturing and light industrial areas in the Tumwater area should rest on a comprehensive, integrated planning scheme incorporating performance standards regarding:
1. Green belts and buffering
 2. Landscaping
 3. Parking facilities
 4. Other items of site design as appropriate
- 10.5 Land use regulations should guide new industrial development into areas and patterns that minimize, if possible, 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.

- 10.6.1 Consider implementation of a commercial landscaping ordinance within the urban growth area.
- 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 to reduce traffic generation. Generally, these uses should be very small, not generate excessive traffic, and be compatible with nearby residences.
 - 10.8.1 Create a neighborhood commercial zone as part of the Tumwater Zoning Code.
- 10.9 Buffering should be provided between lands designated Residential and Industrial. The implementing zoning for this Joint Plan should ensure that buffering is equally shared between the abutting residential and industrial developments, unless one of the uses is already developed as of the effective date of the implementing zoning. If the residential use already exists, no further buffering should be required of the residential property owner. If the industrial use already exists, any change in the use which increases impacts on abutting residential lands, whether or not it involves enlargement of an existing structure or adding new structures, may require additional reasonable buffering measures.
- 10.10 Light industrial development on properties east of Interstate 5 and south of 93rd Avenue shall take direct access from either 93rd Avenue or Kimmie Road.
- 10.11 In addition to industrial uses, one mobile home should be allowed on any lot existing as of the effective date of this plan within the Light Industrial designation.

GOAL #11

Promote energy efficiency in new development.

Policy Objective

- 11.1 Promote 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 Orient development sites to take advantage of the potential energy savings through optimally using solar energy.
- 11.7 Mitigate wherever feasible the impact of new development and landscaping on the solar accessibility of adjoining lots.
- 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.
- 13.3 Amend the Tumwater Urban Growth Area Zoning Code, including the Airport Hazard Overlay Zone, to protect Olympia Regional Airport from incompatible land uses and activities. Consider 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]**.¹ The following issues should be considered when amending the zoning code:

¹ Bracketed, bold text was approved by the Tumwater City Council in September 2003, but was not approved by the Thurston County Board of Commissioners.

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. Determine appropriate land uses and the intensity of land uses that are compatible with airport and aviation uses. Consider methods for developing contiguous open space areas within the Airport Hazard 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 note to be recorded with the

Thurston County Auditor for each lot when subdivision, short subdivision, binding site plan, building permit or other development activity is located within the Airport Hazard Overlay Zone. The note should state that the property is located within the Airport Hazard 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.

3.3 Land Supply Analysis

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 Growth Management Act are given a 20-year population forecast by the State Office of Financial Management (OFM). These population estimates are to be 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:

1. *Process to determine and assure sufficiency of urban growth areas to permit projected urban population.*
 - a. *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.*
 - b. *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.*
 - c. *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 "b" 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 "c" 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.

Figure 3-1 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. Bear in mind that the Joint Plan addresses the urban growth area (land that is presently outside of the Tumwater city limits). The Tumwater Land Use Plan is the adopted City plan for accommodating the population forecasted for the Tumwater city limits.

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%

* 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 3-1 indicates that the total forecasted population for Tumwater's urban growth area in 2022 will be 16,358 persons. In 2002, the population within Tumwater's urban growth area was 7,552. It can be seen that an additional population of 8,806 must be accommodated within the urban growth area 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 in the Tumwater area. This section provides an analysis to provide that understanding for the Tumwater urban growth area. An identical analysis is included in the Tumwater Land Use Plan for the area presently within the Tumwater city limits.

It is 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.

It is important to know that not all of the vacant land in the Tumwater area 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. 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 and the urban growth area due to an unacceptable level of accuracy when applied to a parcel based map. (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.

NET BUILDABLE RESIDENTIAL LAND IN ACRES				
Zone	Residential Buildable Land*	Future Roads**	Other Uses***	Net Residential Buildable Land
R/SR	160	27	12	121
SFL	2261	384	170	1707
SFM	570	97	43	430
MFM	529	90	13	426
MFH	5	1	0	4
MU****	3	0	0	3
Total	3528	599	238	2691

Figure 3-2.

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(TRPC).

*TRPC data was adjusted for annexations and rezones that occurred between January 2000 and December 2003.

**TRPC estimates 17% of buildable land will be consumed with roads.

***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 changes the original 25 acres of buildable Mixed Use land into 3 acres. Source: TRPC 2002 Buildable Lands Technical Documentation—Table 20.

Figure 3-2 shows the net buildable residential land within the urban growth area by zoning district. The figure first starts with the gross buildable land acreage of each residential zone. Then land is subtracted for future roads and other non-residential uses which are allowed in these residential zones (daycares, churches etc.)

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 Thurston County will remain at 2.67 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 (City of Tumwater Land Use Plan).

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	121	242	484
SFL	4-7	1707	6828	11949
SFM	6-9	430	2580	3870
MFM	9-15	426	3924	6390
MFH	14-29	4	56	116
MU	14	3	42	42
Total	N/A	2691	13672	22851

Figure 3-3.

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

Figure 3-3 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 13,672 new dwelling units. If buildout occurred at the maximum density permitted there would be 22,851 new dwelling units. Both of these scenarios would provide more than the minimum amount of dwelling units needed to accommodate the projected population of the Tumwater urban growth area during the 20-year planning period.

Thurston Regional Planning Council has calculated the average household size in unincorporated Thurston County to be 2.67 persons. Based on the projected population increase of 8,806 people and the average household size of 2.67 persons it can be assumed that there will be a need for 3,298 new residential units in the Tumwater urban growth area in the 20-year planning period.

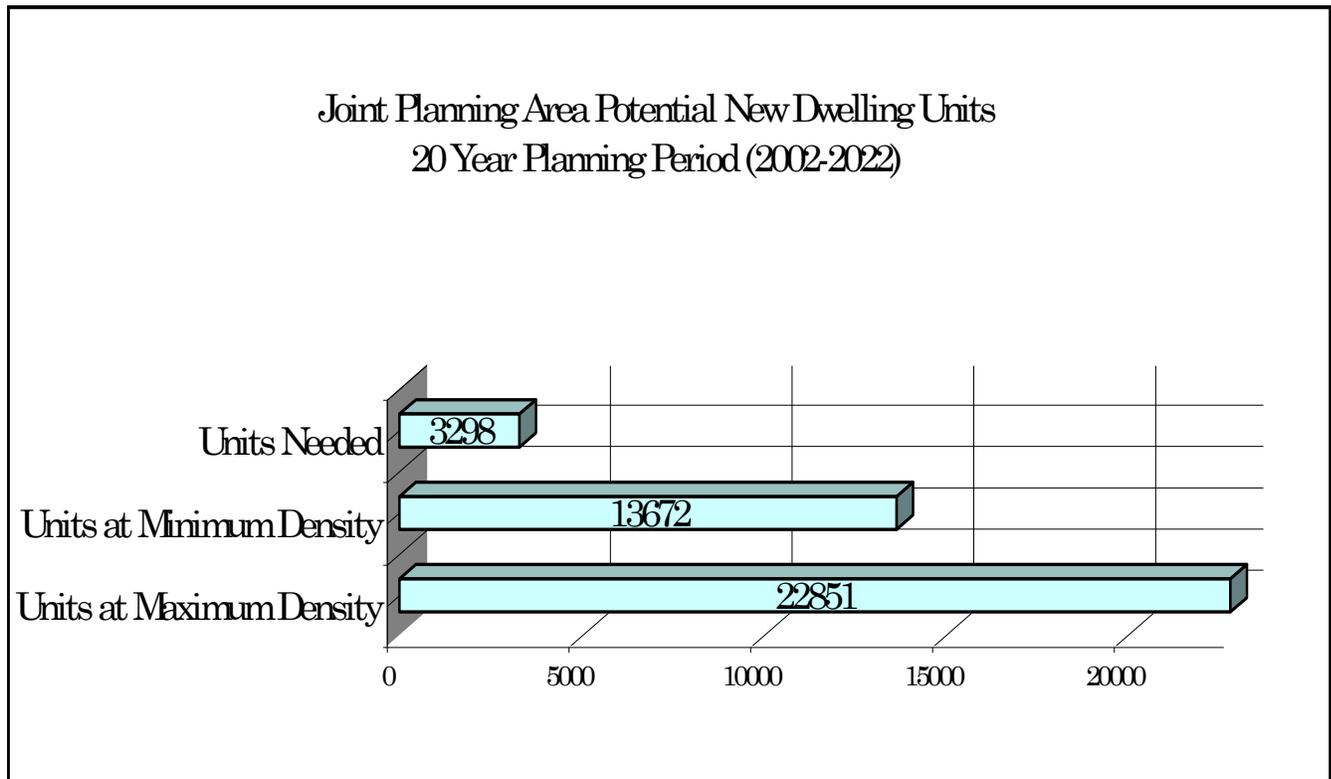


Figure 3-4

Figure 3-4 shows the results of the calculations graphically for the Tumwater urban growth area. 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.

Figure 3-4 shows that the urban growth area can accommodate the projected population growth. The land supply analysis demonstrates that the projected population increase of 8,806, and the resulting need for 3,298 residential dwelling units, can be accommodated if development occurs at either the minimum or maximum densities allowed by the Joint Plan Future Land Use Map.

The land supply analysis should be reviewed on a regular basis and new development should be tracked to determine if the Tumwater urban growth area will meet its population accommodation goals for the 20-year time period. The population allocated to the Tumwater urban growth area is a forecast; it may not

actually occur. The calculations may need to be adjusted as regional population projections change in the future.

3.4 1994 Land Uses and Zoning

Existing land uses and zoning in Thurston County as of 1994 for each of the three Joint Plan subareas are shown on maps in the appropriate sections of this chapter which address those subareas. (Sections 3.5.3 through 3.5.5)

3.5 Proposed Land Use Designations

This section of the Joint Plan makes specific recommendations for land use designations within the Tumwater urban growth area. These land use designations will be implemented through follow-on zoning by Thurston County. For properties that have been assigned residential land use designations, this zoning will require development to be configured so that the properties may eventually infill at the designated urban density.

The first subsection below (Section 3.5.1) defines each of the land use designations used in this Joint Plan. It also contains the Joint Plan Land Use Map, which shows locations where these land uses will be applied. Section 3.5.2 further defines several of the innovative housing and land use methods recommended in this plan.

The urban growth area has been divided into three subareas: Eastern, Southern and Western. Each subarea is addressed in a separate subsection through the use of maps and text identifying specific land use designations for particular areas (see Subsections 3.5.3 through 3.5.5).

3.5.1 Policies/Designations/Definitions

The purpose of this subsection is to define each land use designation and to identify criteria for their use. These definitions and criteria should be used to understand the Joint Plan land use maps and subarea text recommendations. Additionally, these definitions and criteria are also meant to be used in conjunction with Section 3.2, Goals/Policies/Objectives. The categories of land use designations in this subsection are consistent with those in the Tumwater Land Use Plan, which applies to the area currently within the Tumwater city limits. At the end of this subsection are definitions of the innovative housing and land use methods discussed in the residential land use portions of this subsection.

Figure 3-5 shows all of the land use designations that have been applied in the Joint Plan. These designations are meant to address all existing as of 1994 land uses and potential land uses that could occur in the Tumwater urban growth area. The number of designations have been kept to a minimum in the interest of simplicity.

JOINT PLAN LAND USE DESIGNATIONS	
Residential/Sensitive Resource (2-4 DU/Acre)	General Commercial
Single-Family Low Density (4-7 DU/Acre)	Light Industrial
Single-Family Medium Density (6-9 DU/Acre)	Heavy Industrial
Multi-Family Medium Density (9-15 DU/Acre)	Public/Institutional
Multi-Family High Density (14-29 DU/Acre)	Utilities
Mixed Use	Shoreline Environment
Neighborhood Commercial	Parks/Open Space

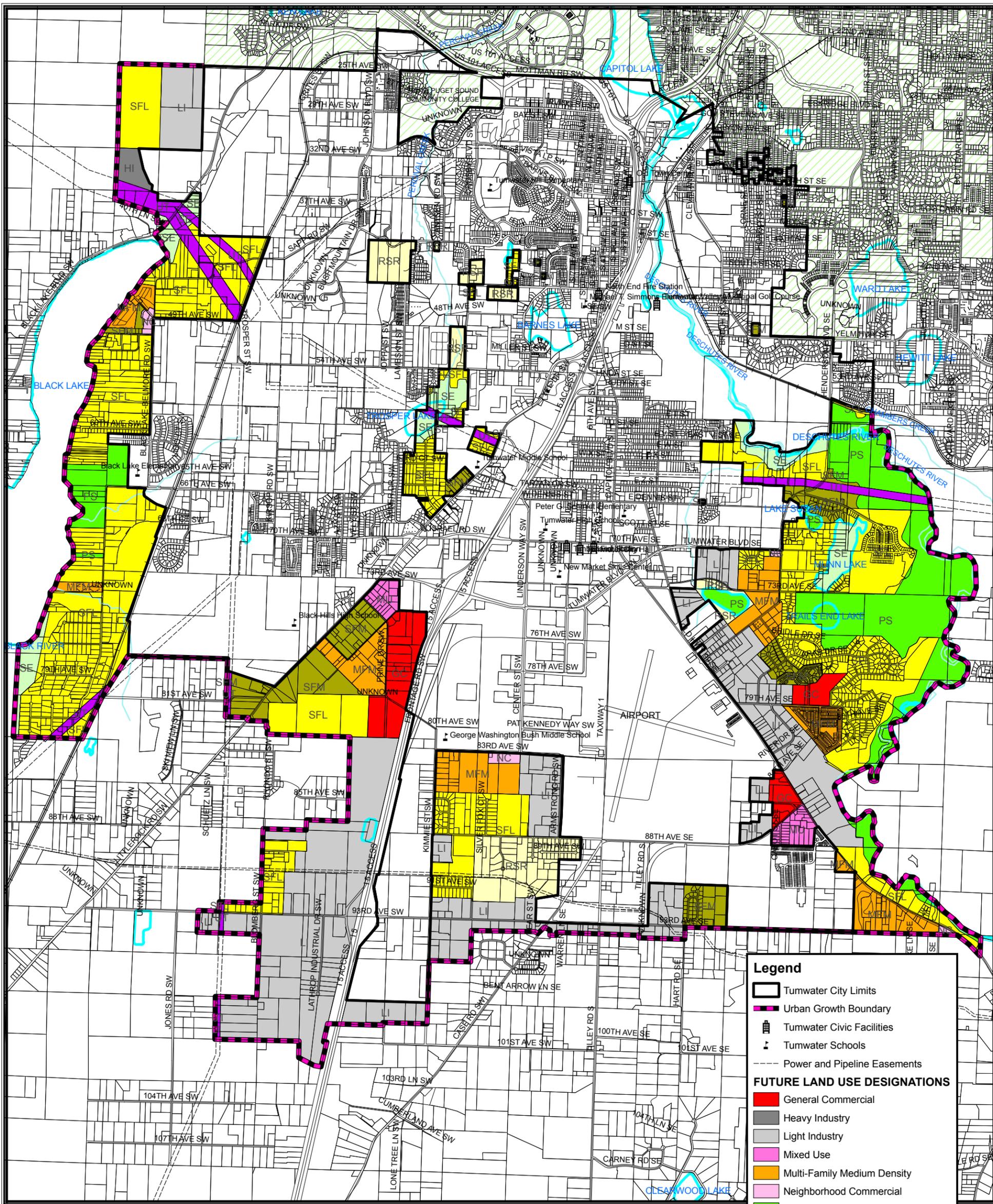
Figure 3-5

One of the purposes of the land use designations that have been used in the Joint Plan is to implement and achieve the goals, policies and objectives listed in Section 3.2.

The Joint Plan Land Use Map (Map 3-1) represents the general future land use patterns that are desired for the Tumwater urban growth area within the 20 year planning period. The designations and policy recommendations for areas on the map are based on a number of factors, including:

- _ Natural features
- _ The unique physical and social/economic characteristics in the area
- _ The type of existing development
- _ Existing zoning
- _ Ownership patterns
- _ The condition of existing structures

MAP 3-1 FUTURE LAND USE TUMWATER URBAN GROWTH AREA



Legend

- Tumwater City Limits
- Urban Growth Boundary
- Tumwater Civic Facilities
- Tumwater Schools
- Power and Pipeline Easements

FUTURE LAND USE DESIGNATIONS

- General Commercial
- Heavy Industry
- Light Industry
- Mixed Use
- Multi-Family Medium Density
- Neighborhood Commercial
- Parks/Open Space
- Residential/Sensitive Resource
- Shoreline Environment
- Single Family Low Density
- Single Family Medium Density
- Utilities
- City of Olympia



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
October 6, 2010

- _ Plans previously adopted by the City and/or County that affect land use. Examples include the Shoreline Master Program and the Tumwater Economic Development Plan.

The Joint Plan Land Use Map may be used to evaluate individual land use proposals. It is intended to be a guide for both public and private actions affecting the growth and development of Tumwater.

In interpreting this plan, the following definitions and criteria of the land use designations and the associated goals, policies and objectives in Section 3.2 should be given the greatest weight and importance. The Joint Plan Future Land Use Map is intended to be a visual representation of the descriptions and policies. Where there are apparent inconsistencies between the text and the map, the text shall control.

The Joint Plan 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 Joint Plan Land Use Map is intended to indicate the type of future development that is desired as the growth area is gradually annexed into Tumwater, 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 as annexation and development occur.

Following are specific definitions for each land use designation and criteria for their use.

3.5.1.1 Residential Uses

The quality and integrity of 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 the Tumwater area should provide a broad range of housing choices to meet the needs of all people in the community.

Residential development should be developed with the following guidelines:

- _ Residential development should provide for a dynamic mix of housing types to accommodate many diverse housing needs.
- _ 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.

In order to meet the goals of the Growth Management Act, the County-Wide Planning Policies, and this plan, six designations for residential land use have been developed. Each of these designations has specific criteria and characteristics for development:

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, wetlands and environmentally hazardous areas such as high groundwater flooding areas.

Residential/Sensitive Resource areas are intended to be used only for exceptional places. 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 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 of 2 DU/Acre and a maximum density of 4 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 (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. In order to protect ground and surface water resources from contamination by failing septic tanks, densities should be adequate to ensure the provision of sewers to these areas.

In areas where septic systems presently exist, on-site sewage disposal systems may be required to be repaired or replaced to ensure proper functioning to prevent pollution of groundwater and wetland areas.

This designation is appropriate for environmentally sensitive areas such as stream corridors, lakes, sensitive aquifers, and environmentally hazardous areas such as high groundwater flooding areas. Areas designated Residential/Sensitive Resource are extremely sensitive to environmental disturbance, and development in these areas may be subject to additional environmental constraints not encountered in other parts of the urban growth area.

Construction activities in areas assigned this designation should only occur in the drier months of the year in order to protect surface water from sedimentation and construction associated runoff. This policy recommendation should be addressed along with other construction related concerns in the development of implementing regulations relative to this Residential/Sensitive Resource designation.

Density transfer provisions are not appropriate in this designation due to the extreme sensitivity of these areas 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.

Additionally, density transfer provisions for wetland and buffer areas as outlined in the Thurston County Critical Areas Ordinance should be limited. Any transfer of density from wetlands, buffer areas and clustering bonuses should be capped so the maximum net development density in the remaining

developable area excluding dedications is not greater than 125% of the maximum density that would otherwise be allowed. This density transfer provision is limited at this time to the Residential/Sensitive Resource designation but this policy should be examined as part of the implementing regulations for inclusion throughout the urban growth area.

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 useable for passive recreational purposes equal to the amount of open space area that is not useable for passive recreational purposes.

Both UBC and HUD types of manufactured housing should be permitted on single lots in this designation, subject to design standards.

Mobile home parks which were legally established prior to adoption of this plan and that are located on lands designated Residential/Sensitive Resource, Single-Family Residential or Light Industrial 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. Expansion of the mobile home park area should not be allowed; however, enlargement of units within existing mobile home spaces should be permitted.

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 required densities. It is not the intent 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.

Both UBC and HUD types of 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.

Some neighborhood-scale commercial uses are appropriate in this residential designation 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 only as conditional uses in all residential zones 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 home parks which were legally established prior to adoption of this plan and that are located on lands designated Residential/Sensitive Resource, Single-Family Residential or Light Industrial 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. Expansion of the mobile home park area should not be allowed; however, enlargement of units within existing mobile home spaces should be permitted.

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 required densities. It is not the intent 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 on sewerred lots to provide affordable housing and extra income

for homeowners.

Duplexes should be permitted in this designation subject to design standards. Both UBC and HUD types of 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.

Some neighborhood-scale commercial uses are appropriate in this residential designation 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 only as conditional uses in all residential zones 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 home parks which were legally established prior to adoption of this plan and that are located on lands designated Residential/Sensitive Resource, Single-Family Residential or Light Industrial 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. Expansion of the mobile home park area should not be allowed; however, enlargement of units within existing mobile home spaces should be permitted.

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 required densities. It is not the intent to require that lots be of 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 on sewerred lots to provide affordable housing and extra income for homeowners.

Both UBC and HUD types of manufactured housing should be permitted on single lots in this designation subject to design standards.

Mobile 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.

Some neighborhood-scale commercial uses are appropriate in this residential designation 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 only as conditional uses in all residential zones 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.

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 primarily be applied in areas that are planned-for major transportation corridors. Specific minimum density requirements for certain areas will be developed in the Tumwater Zoning Ordinance. The density of new development in the Multi-Family High Density designation should be averaged over the entire site in order to reach the required densities. It is not the intent 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 on sewerred lots. 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.

Some neighborhood-scale commercial uses are appropriate in this residential designation 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 only as conditional uses in all residential zones 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.

Figure 3-6 provides a summary of innovative land use techniques that are recommended to be used in each applicable residential designation.

INNOVATIVE LAND USE MANAGEMENT TECHNIQUES FOR RESIDENTIAL DEVELOPMENT				
	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
Minimum Average	x	x	x	x

Density				
Clustering	x	x	x	x
Manufactured Homes on single lots	x	x	x	

Figure 3-6

3.5.1.2 Mixed Use [4 -14] (Residential [Minimum 14] DU/Acre)¹

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 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 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 [**between 4 and**] [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.

¹ Bracketed, underlined text was adopted by the Tumwater City Council in October 1998. Bracketed, bold text was retained by the Thurston County Board of Commissioners, but was deleted by the Tumwater City Council.

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 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 industry, 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 designated on the Joint Plan Land Use Map consist of two distinct types of mixed use: those that are presently partially developed and have existing mixed uses on site and those areas that are predominantly vacant and of a larger area than the built out mixed use areas. The zoning for these areas should recognize the distinct differences in these two areas and ensure that zoning is workable and does not act as a disincentive for the development of mixed uses.

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, incentives should be provided for development. These can 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 the Mixed Use designation 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 and County 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 which 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 and 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.

3.5.1.3 Commercial Uses

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. 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 which produce nuisances such 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.

General Commercial

The intent of the General Commercial designation is to support and implement commercial development and to achieve the goals of the Tumwater Economic Development Plan. Among these goals are preserving 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.

To ensure commercial development that is compatible with surrounding uses and the general character of the community, the implementing zoning for this designation should include architectural and landscaping design standards. These standards should apply to multi-family development as well as commercial development.

3.5.1.4 Industrial Uses

Light Industrial

To augment the role of industry in Tumwater's future, and the future of the County as a whole, 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 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, light industrial areas should be able to be readily provided with public sewer, water and storm drainage facilities.

In addition to these uses, one mobile home should also be allowed on any lot existing as of the effective date of this plan within the Light Industrial designation.

Mobile home parks which were legally established prior to adoption of this plan and that are located on lands designated Residential/Sensitive Resource, Single-Family Residential or Light Industrial 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. Expansion of the mobile home park area should not be allowed; however, enlargement of units within existing mobile home spaces should be permitted.

Heavy Industrial

The Heavy Industrial designation recognizes the need for heavy industrial uses in certain areas of the Tumwater urban growth area 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.

3.5.1.5 Designations for Public Purposes

Utilities

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

Public/Institutional

The Public/Institutional designation recognizes those parcels 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.

Parks/Open Space

The Parks/Open Space designation is meant to support and implement the Tumwater Parks Plan, which was adopted by reference into this plan (Chapter 7). This designation is also intended to recognize land with severe development limitations that is protected through the Tumwater Conservation Plan or the Thurston County critical areas ordinance. 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 an existing agricultural use. A site may contain support uses consistent with community needs and accessory uses to the primary use, 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 and camps, designated open space, flood plains, areas of steep slopes or other physical constraints, golf courses, delineated wetlands or other environmentally sensitive areas, lakes not under shoreline jurisdiction and watershed areas.

With regard to river floodplains, it is the intent of this plan and its future land use map to designate as parks/open space those areas within the 100-year floodplain. Surveys and other additional information used during implementation of this plan may more precisely locate the 100-year floodplain boundary. Areas that are not within the 100-year floodplain would receive the adjacent land use designation shown on the Joint Plan Future Land Use Map.

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

Shoreline Environment

The purpose of the Shoreline Environment designation is to integrate existing (as of 1994) shoreline plans such as the Shoreline Master Program for the Thurston Region and the Deschutes Special Area Management Plan into the Joint Plan land use element. Both of these plans contain specific recommendations for areas under shoreline jurisdiction such as the Black Lake drainage ditch, the middle reach of Percival Creek, Trospen Lake and the Deschutes River. The Joint Plan Land Use Map delineates specific areas based on these plans; however, this map is not meant to be used as a source of definitive boundaries for these areas.

3.5.2 Innovative Housing and Land Use Methods - Definitions

The following provides detailed descriptions of the innovative land use techniques recommended in the previous section for residential development. 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 is to ensure a diverse and dynamic mixture of housing types. Present development patterns in the Tumwater area 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

Tumwater 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 which 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 development projects. With increasing density in some areas, design will become an important factor in providing stylistic compatibility and privacy.

Design guidelines can act as a corollary to zoning codes. They are typically shorter, easier to understand and are illustrated with diagrams and drawings. Unlike zoning codes, which are 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:

- Infill and strengthen existing neighborhoods.
- Develop focus centers.
- Create liveable neighborhoods.
- Create affordable housing.
- Create diversity in housing types and styles.

Design establishes a context for development.

Design review must respond to established guidelines.

Design Review encourages:

- Conformance to Comprehensive Plan.
- Conformance to zoning and zoning processes.
- Community image.
- 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:

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

A design review process should include elements such as:

- Suburban townscape*
- Community structure**
- 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

* Suburban townscape means the appearance image of a community.

** Community structure means the layout and design of a community. For example, the location of transit facilities, parks, and the transportation and pedestrian network.

- 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

*** Architectural character refers to the relationship of a building with its surroundings and can include building design, location on a site and building layout.

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 such as Mixed Use designated areas.

The goals and purpose of developing urban design standards 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. Design standards should ensure compatibility with the existing neighborhood above all else.

Revision of Development Standards

The City's Development Standards are currently being revised to allow and provide incentives for the recommended innovative land use techniques to take place. Issues that are being addressed include but are not limited to: sidewalk standards, transit stops, traffic calming devices and landscaping buffers. Part of this discussion could also include use of alleys in residential subdivisions.

Maximum/Minimum Densities

Minimum densities are recommended for application to all residential areas 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 the Tumwater urban growth area would be to protect and preserve environmentally sensitive areas. Clustering should be encouraged wherever it is necessary to protect sensitive areas in all residential designations. Examples of clustered building types include Z-lot developments (residences placed closely together on Z-shaped lots), attached single-family or row houses, coach homes, stacked townhouses, and townhouse mews.

Modular/Manufactured Housing

Manufactured homes are recommended to be allowed on single lots within the Single-Family Low Density designation and the Single-Family Medium Density

designation. Both Uniform Building Code (UBC) and Housing and Urban Development (HUD) standard manufactured homes now feature much improved designs that allow them to blend very nicely with stick built homes. In addition, in recent years and in the future, homes of this type may be the only option for many families wishing to purchase single family housing. For these reasons, this plan recommends permitting these dwelling units in single-family residential designations.

It is not the intent of this plan to promote the development of traditional mobile home parks; rather, it is to recognize that modular/manufactured housing is a viable form of housing construction. The Tumwater Housing Plan should be referenced for more information on manufactured housing policies in Tumwater. The Housing Plan is included as Appendix F in the Tumwater Joint Plan element of the Thurston County Comprehensive Plan.

3.5.3 Eastern Subarea

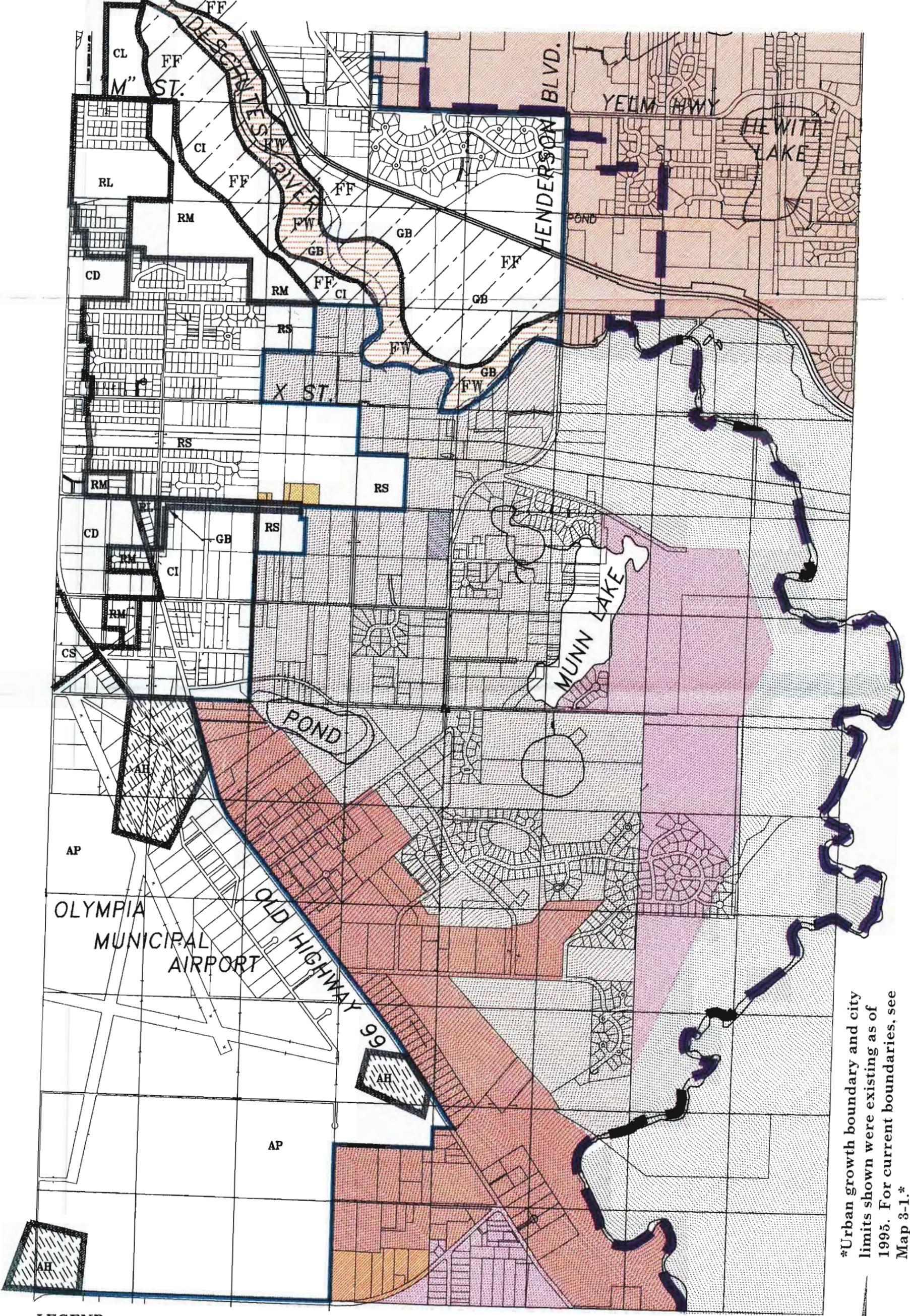
3.5.3.1 Introduction

The eastern subarea is generally located east of the current Tumwater city limits and west of the Deschutes River. The subarea extends to the north to the urban growth boundary separating the Tumwater and Olympia urban growth areas, and to the south to the vicinity of 88th Street.

The 1994 zoning in Thurston County for the eastern subarea is shown in Map 3-2. 1994 land use is illustrated in Map 3-3. It should be noted that the land uses shown on this map are based on tax assessor's land use categories. They do not directly correspond to the land use categories used on the future land use map located later in this section. Additionally, tax assessor's land use categories are applied to an entire tax parcel regardless of the portion of the parcel that is currently developed. Thus, for example, an entire 40-acre parcel may be shown on Map 3-3 as being in residential use, even though only one residence may currently be located on that parcel.

The major transportation routes through the eastern subarea are Henderson Boulevard, which runs generally north-south through the northern portion of the subarea, and Old Highway 99, which angles northwest-southeast along the eastern boundary of the subarea, bisecting the southern portion of it. Another major transportation route is 88th Avenue, which intersects with Old Highway 99 in the southern portion of this subarea. Also, Tumwater

MAP 3-2 JOINT PLAN EASTERN SUBAREA 1994 EXISTING ZONING



Urban growth boundary and city limits shown were existing as of 1995. For current boundaries, see Map 3-1.

LEGEND

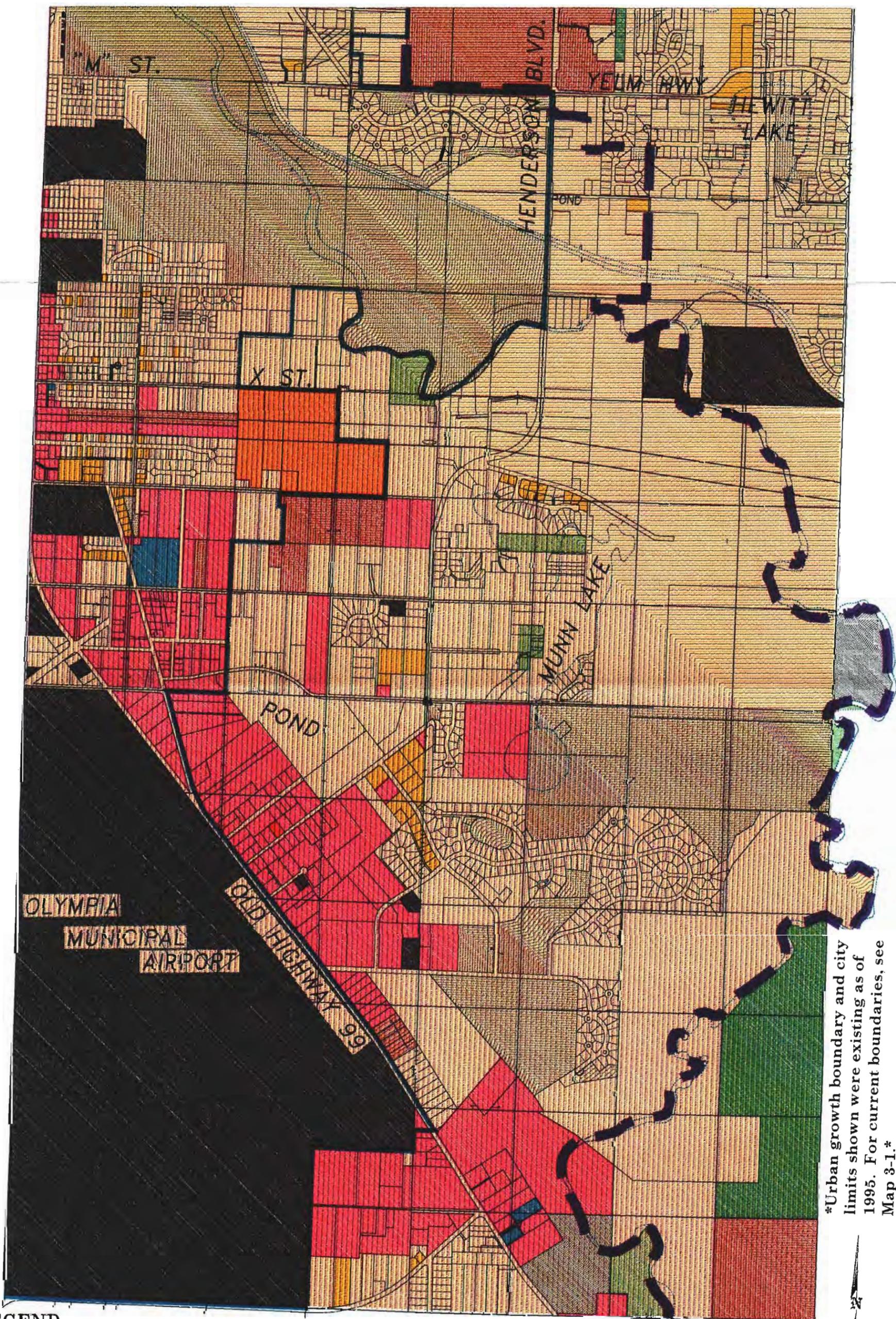
- LINE TYPES**
- CITY ZONING
 - CITY LIMITS
 - JOINT PLAN URBAN GROWTH BOUNDARY

- COUNTY ZONING DISTRICTS**
- RURAL RESIDENTIAL/RESOURCE 1 DU/6 AC
 - RURAL RESIDENTIAL 1 DU/6 AC
 - RURAL RESIDENTIAL 1 DU/2 AC
 - RURAL RESIDENTIAL 2 DU/1 AC

- 1 IN = 1200 FT**
- MEDIUM DENSITY RESIDENTIAL 8 DU/1 AC
 - HIGH DENSITY RESIDENTIAL 16 DU/1 AC
 - LIGHT INDUSTRIAL
 - NEIGHBORHOOD CONVENIENCE COMMERCIAL



JOINT PLAN EASTERN SUBAREA 1994 EXISTING LAND USE



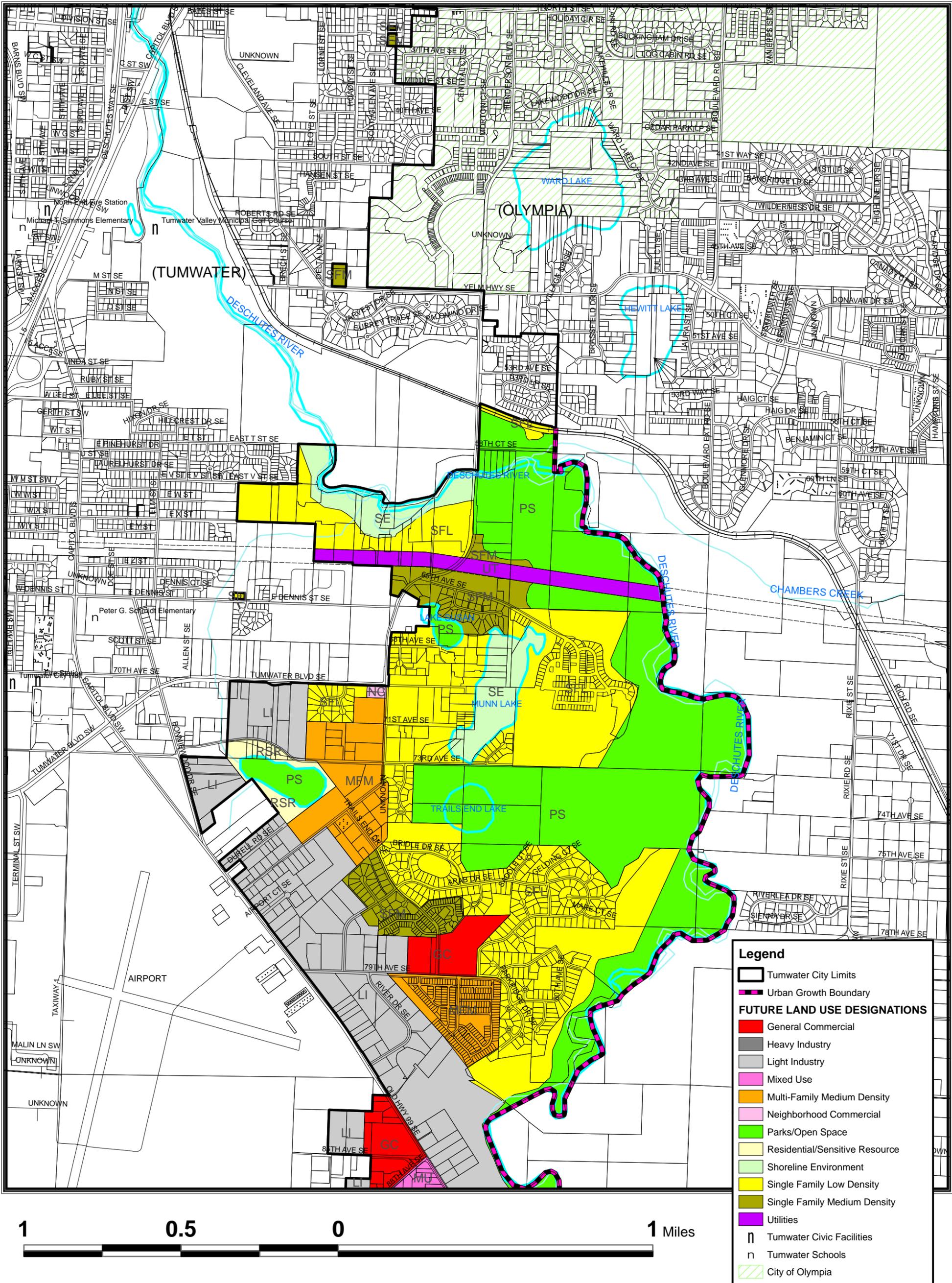
Urban growth boundary and city limits shown were existing as of 1995. For current boundaries, see Map 3-1.

LEGEND

- | | | |
|-----------------------------|-------------------------------|----------------------------------|
| SINGLE - FAMILY RESIDENTIAL | COMMERCIAL | MINING |
| MULTI - FAMILY RESIDENTIAL | PUBLIC FACILITIES & UTILITIES | FORESTRY |
| MOBILE HOME PARK | RECREATION & CULTURAL | OPEN SPACE |
| INDUSTRIAL | AGRICULTURE | JOINT PLAN URBAN GROWTH BOUNDARY |

1 IN. = 1200 FT

MAP 3-4 JOINT PLAN EASTERN SUBAREA FUTURE LAND USE



Legend

- Tumwater City Limits
- Urban Growth Boundary
- FUTURE LAND USE DESIGNATIONS**
- General Commercial
- Heavy Industry
- Light Industry
- Mixed Use
- Multi-Family Medium Density
- Neighborhood Commercial
- Parks/Open Space
- Residential/Sensitive Resource
- Shoreline Environment
- Single Family Low Density
- Single Family Medium Density
- Utilities
- Tumwater Civic Facilities
- Tumwater Schools
- City of Olympia

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 Planning and Facilities Department
February 25, 2009

Boulevard (formerly Airdustrial Way) is a major transportation route between the Tumwater town center area and Henderson Boulevard.

The City of Tumwater currently provides water service to the Bush Prairie and Trail's End area east of Old Highway 99. Municipal sewer service is provided in the eastern subarea along Old Highway 99, River Road, 79th Avenue, and into the northern part of the Parkridge subdivision.

There are several physical limitations to development within the eastern subarea. The Deschutes River floodplain occupies the eastern and northern portions of the subarea. The river is under the jurisdiction of the Shoreline Management Act and subject to the provisions of the Shoreline Master Program of the Thurston Region. The floodplain area is subject to seasonal flooding and high water tables, and includes soils with severe limitations for roads, buildings and septic systems. Several wetland systems are located in the floodplain area. There are some steep slopes on the western edge of the floodplain which may have limitations to development.

Several lakes with associated wetlands are located in the eastern subarea. These include Munn Lake, Trail's End Lake, Lake Susan, and Swamp Lake. Of these, Munn Lake is under the jurisdiction of the Shoreline Management Act and subject to the provisions of the Shoreline Master Program of the Thurston Region. A stream and associated wetland system runs northward from Swamp Lake to the Deschutes River.

As is the case throughout the Tumwater urban growth area, the eastern subarea is located over an extremely sensitive aquifer.

The Tumwater Economic Development Plan, an element of the Tumwater Comprehensive Plan, makes specific recommendations for the portion of this subarea along the east side of Old Highway 99 and the area immediately north of the Olympia Regional Airport's primary north-south runway. The Economic Development Plan recommends these areas be developed with Industrial/Commercial land uses, with specific preferred land uses being the following:

- wholesale
- warehouse
- industrial
- heavy equipment

The Deschutes River Special Area Management Plan (SAMP), part of the City of Tumwater's Shoreline Master Program, includes a recommendation that the policies of that plan be applied to areas of the Deschutes River floodplain upstream of the city limits which fall under shoreline jurisdiction until such time as those areas are subject to a new special area management plan. To implement that recommendation, future land use designations upstream of the Henderson Boulevard bridge should reflect the policies of the Deschutes River SAMP until that time.

3.5.3.2 Future Land Uses

Future land use designations for the eastern subarea are shown on Map 3-4. These land use designations will be implemented as described in Chapter 10 of this plan. Complete descriptions of the land use designations are contained in Section 3.5.1 of this chapter. They should be used in conjunction with Map 3-4. The remainder of this section is a discussion of each of the land use designations as they are applied within the east side subarea.

Residential/Sensitive Resource (2-4 Dwelling Units Per Acre)

One portion of this subarea has been designated Residential/Sensitive Resource. This area is surrounding a pond known as Swamp Lake just south of 73rd Avenue and east of Bonniewood Road. This designation is appropriate to ensure the protection of the sensitive environmental resource present in this area, and because the configuration of parcels in this area limits the possible development options.

Single-Family Residential Low Density (4-7 Dwelling Units Per Acre)

Several areas within the eastern subarea are suitable for the Single-Family Residential Low Density designation because of existing development patterns, natural and physical constraints, and in consideration of Olympia Regional Airport operations.

The area west of Henderson Boulevard, south of the Deschutes River and north of the Bonneville Power transmission lines also is appropriate for the Single-Family Low Density Residential designation. This area is on a bluff overlooking the Deschutes River Valley, and is partially developed with low-density residential development. Adjacent areas to the west within the

Tumwater city limits are designated for low-density residential development in the Tumwater Land Use Plan. Portions of this area near the existing city limits also contain wetlands associated with a stream which flows into the Deschutes River. Tumwater's adopted Deschutes River Special Area Management Plan contains the following recommendations for this bluff area:

The City should recognize the view potential of properties overlooking the Deschutes River Valley and should encourage quality construction and development. New development should be sited to prevent the obstruction of views of existing units.

The Single-Family Residential Low Density designation is the most appropriate to implement these recommendations, as well as to support existing development. Low density development with strict development controls should ensure a careful regard for sensitive environmental conditions and to ensure neighborhood compatibility.

The area west of Henderson Boulevard and south of the existing Thunderbird Villa manufactured home park has been designated Single-Family Residential Low Density. This area includes one small County "island" that is surrounded by incorporated Tumwater. The portion of this area south of the Tumwater Boulevard contains an established single-family residential development on Monaco Drive. North of Tumwater Boulevard, the area contains some environmentally sensitive areas, and is bordered to the north and west by existing low-density residential development in Tumwater.

The western part of this area is within the airport approach area for the Olympia Regional Airport. Uses which tend to induce large gatherings of people, such as churches, theaters or schools, and above-ground flammable storage tanks should be prohibited because of potential catastrophic results of a single plane accident. Strong light sources such as flood lights, glare producing uses such as metal roofs, and smoke/steam sources or open burning should also be prohibited because of possible effects on pilot visibility during takeoff and landing. All residential development should be closely evaluated in terms of safety to the home to be constructed, the impact of noise, and the potential impact on airport operations. New residents should be aware they are within an airport approach area, and new homes should be constructed with additional sound proofing to mitigate noise from aircraft.

To the south and west of this area is an area designated light industrial due to its closer proximity to the airport runway. Where this light industrial area is adjacent to the planned residential development, landscaping, screening and buffering should be used to protect the residential development from possible adverse impacts and to visually separate the different uses.

East of Henderson Boulevard is another area designated Single-Family Residential Low Density. This area includes several established low density neighborhoods, some rather large, which would be preserved under this designation. Three lakes, Lake Susan, Munn Lake and Trail's End Lake, are located within this area. There are wetlands associated with these lakes, and additional isolated wetland areas are located in this area. 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.

Single-Family Residential Medium Density (6-9 Dwelling Units Per Acre)

Five areas have been designated Single-Family Residential Medium Density. One is located in the vicinity of the intersection of Henderson Boulevard and 65th Avenue, and a second is generally located around the intersection of Trail's End Drive and Arab Drive. Both these areas now contain a mixture of housing types, including single-family homes and duplexes. These neighborhoods are established and 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 the eastern subarea.

Some portions of the area near Henderson Boulevard and 65th Avenue are adjacent to lakes and wetland areas, and development in this area should be designed with regard for these considerations. The area near Trail's End and Arab Drive abuts an area recommended for light industrial development to the west and south. In this area, landscaping, screening and buffering should be used to protect the residential development from possible adverse impacts and to visually separate the different uses.

The third area designated Single-Family Residential Medium Density is located north of Yelm Highway and just east of Delta Lane. This is a relatively small area between the Tumwater city limits and the Olympia urban growth area. It contains single-family residences on large lots, with potential for infill on the vacant portions of those lots. The area to the north

and east in Tumwater is designated Single-Family Residential Medium Density in the Tumwater Land Use Plan. The area to the east, currently occupied by the Briggs Nursery, is designated as an urban village in the Olympia Comprehensive Plan. This designation would provide for a mix of uses, including single-family residential at densities similar to the Tumwater Single-Family Residential Medium Density designation.

Two other very small county “islands” located on Quince Street, south of North Street, are also designated Single-Family Residential Medium Density. The areas surrounding these two “islands” are designated as Single-Family Residential Medium Density in the Tumwater Land Use Plan.

Multi-Family Residential Medium Density (9-15 Dwelling Units Per Acre)

The area near the intersections of Henderson Boulevard with 73rd Avenue and Trail's End Drive is designated Multi-Family Residential Medium Density. This area contains some multi-family development currently. The remainder of this area is primarily vacant, with a portion occupied by single-family residences. It is expected that this area will transition into multi-family residential development in the future.

A second area designated multi-family medium density is located along the south side of 79th Avenue east of Old Highway 99. It is bordered by a light industrial designation to the west, light industrial and commercial to the north, and low-density residential to the east and south. A multi-family medium density designation for this area will provide a transition from the light industrial designation to the lower density residential areas. Where the multi-family residential development abuts the light industrial, landscaping, screening and buffering should be used to protect the residential development from possible adverse impacts and to visually separate the different uses.

A Thurston County designated historic site is located south of this area. Development should occur in a manner that is sensitive to and preserves this historically significant area. Clustering and density transfer through the use of a Planned Unit Development (PUD) should be considered. This area is northwest of the Runway Protection Zone for the Olympia Regional Airport's east-west runway. Protection of this airspace is vital to the continued operation of the Airport. To ensure that new residents of this area are aware they are close to an airport and protect public health and safety, the City

should apply an air hazard overlay zone to this area upon annexation. New residential development should be constructed using noise abatement measures to mitigate noise from aircraft.

These two areas designated multi-family medium density will provide alternative housing types in the eastern subarea. 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 in the city limits. 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.

Multi-Family Residential High Density (14-29 Dwelling Units Per Acre)

The only area, just west of Henderson Boulevard and south of the Bonneville Power Administration transmission lines, was annexed to Tumwater in 2000. It is suitable for the Multi-Family Residential High Density designation. It is located along a major transportation route, Henderson Boulevard, which will likely serve as a primary transit corridor. It also is located adjacent to areas designated single-family medium density to the east, and neighborhood commercial to the south. To the west is the Thunderbird Villa manufactured home park. These types of development would be compatible with high-density residential development. Because of its location, and the policy direction in this plan to provide for a variety of housing types, this area is suitable for a multi-family high density residential designation.

Mixed Use

The area near the intersection of 88th Avenue and Old Highway 99 has historically been a residential neighborhood that, in recent years, has begun to transition to a mix of commercial and residential development. The area north of the intersection should be encouraged to continue this transition because it is more compatible with the adjacent Olympia Regional Airport

(see description under General Commercial heading below). The area south of the intersection, however, is more appropriate for a transition to a mixed use type of development. The Mixed Use designation would provide an opportunity to develop and infill this area in a way that provides for affordable housing close to needed services and quality community design. This area currently consists of primarily single-family residential uses and, therefore, should remain in the short term within a single-family medium density residential zoning designation. This zoning would allow for a gradual increase in residential densities and additional neighborhood-oriented commercial uses. The area should be periodically evaluated for a change to a mixed use zoning designation when development trends and market conditions warrant.

Neighborhood Commercial

This designation is intended to provide small scale commercial services to surrounding residential areas to help reduce automobile trips and enhance neighborhoods. In the eastern subarea, this designation has been applied to one location, on the west side of Henderson Boulevard near its intersection with Tumwater Boulevard. This intersection will likely become a focus of activity in the near future. The northernmost property in this area is already occupied by a neighborhood commercial use. Surrounding residential development is likely to increase in density, raising the need for neighborhood commercial uses in the 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.

General Commercial

The area containing the property commonly known as The Trails on 79th Avenue east of Old Highway 99 has been designated General Commercial. This establishment has served in the past as a center of equestrian events, including stables, and as a dining/entertainment facility. As surrounding residential development continues, this type of use has greater potential for conflict with neighboring land uses. This area has been designated general commercial to allow for reasonable continuing use of the structures on the

property; however, care should be taken to ensure that future uses of this property are compatible with surrounding residential development. Commercial uses adjacent to residential uses should be screened and buffered to protect residences from adverse impacts. Existing trees and other vegetation with landscaping and aesthetic value should be preserved where practical.

Another area that has been designated General Commercial is on the northwest side of the intersection of 88th Avenue and Old Highway 99. This intersection is likely to become a major transportation route in the future. The designated area currently contains some commercial uses and some residential uses. Because of its proximity to the adjacent Olympia Regional Airport and the major road intersection, the area is most appropriately designated commercial rather than residential. Automobile access should be limited to a few points along the two major roadways providing access to this area. Provision of urban plazas and access to transit stops should be encouraged as part of development design. While residential uses remain, commercial uses adjacent to them should be screened or buffered to minimize adverse impacts to neighboring residences.

Light Industrial

The Tumwater Economic Development Plan, an element of the Tumwater Comprehensive Plan, makes specific recommendations for the portion of this subarea along the east side of Old Highway 99 and area immediately north of the Olympia Regional Airport's primary north-south runway. This plan incorporates the Economic Development Plan recommendation that these areas be developed with Industrial/Commercial land uses, with specific preferred land uses being the following:

- wholesale
- warehouse
- industrial
- heavy equipment

These areas have been designated Light Industrial in this plan. The area along the east side of Old Highway 99 is zoned Light Industrial in Thurston County, and much of it is currently occupied by industrial uses. The area northeast of the airport is part of the approach area for the primary north-south runway. This area, which is along Tumwater Boulevard just east of

the city limits, currently contains some residences on larger lots. Greater densities of residential development should not be encouraged in this area due to noise impacts and potential safety hazards. In the long term, this area is most appropriately preserved as open space or low-intensity industrial development to maintain compatibility with the Olympia Regional Airport operations.

The area adjacent to the southeast corner of the airport property, on the north side of 88th Avenue, is also designated light industrial. This is the most appropriate designation because of its proximity to the airport. The area to the east is designated general commercial because of its location at a major road intersection.

Utilities

A Bonneville Power Administration transmission line easement crosses the northern part of the eastern subarea. This area has been designated Utilities to reflect this use. The Tumwater Utilities Plan, which is adopted by reference in Chapter 5 of this Joint Plan, provides information on future improvements, if any, that are planned for this easement. Future electrical facilities should be developed in accordance with the policies contained in the Tumwater Utilities Plan.

Shoreline Environment

The Shoreline Environment designation has been applied along the Deschutes River and Munn Lake to achieve consistency with the Deschutes River Special Area Management Plan (SAMP) and the Shoreline Master Program for the Thurston Region. The shoreline regulations from these documents take precedence when they are more restrictive than local zoning regulations.

Along the Deschutes River west of Henderson Boulevard, an area has been designated Shoreline Environment to maintain consistency with designations in the Tumwater Land Use Plan for adjacent areas within the city limits. Munn Lake is also given this designation because it is under the auspices of the Shoreline Master Program for the Thurston Region. The Shoreline Environment designation is also applied to other lakes in the Tumwater area regulated by this Master Program. The Deschutes River SAMP and the Shoreline Master Program for the Thurston Region should be referenced for

more specific land use recommendations and regulations for these areas.

Parks/Open Space

A large area surrounding Trail's End Lake on three sides and including the area between that lake and the Deschutes River is owned and occupied by a church camp organization. Because of this existing use, and the presence of numerous wetlands on the property, the parks/open space designation is appropriate for this area.

Lake Susan and Swamp Lake are given the Parks/Open Space designation. To maintain consistency with the Tumwater Land Use Plan, all lakes not under the jurisdiction of the Shoreline Master Program for Thurston County are designated parks/open space.

The 100-year floodplain of the Deschutes River is designated parks/open space, consistent with the goals, policies and objectives of this plan. The floodplain boundary has been determined using Flood Insurance Rate Maps produced by the Federal Emergency Management Agency. The intent of this plan and its future land use map is to designate as parks/open space those areas within the 100-year floodplain. Surveys and other additional information used during implementation of this plan may more precisely locate the 100-year floodplain boundary. Areas that are not within the 100-year floodplain would receive the adjacent land use designation shown on the Joint Plan Future Land Use Map.

Because of the dynamic nature of the river and the environmental benefits it provides, most development is inappropriate in its floodplain. The Parks/Open Space designation will provide for uses that are compatible with the river floodplain, such as parks and other recreational uses, existing agricultural uses, and other uses involving primarily open space.

There are existing residences in the floodplain on the north side of the Deschutes River just east of Henderson Boulevard. The Parks/Open Space designation in this area reflects the desire to transition away from residential uses in the floodplain. The intent of this designation is not to immediately remove existing residences. The existing residences should be permitted on these parcels by the zoning created to implement this plan. Additional residences or renovations which would enlarge the existing residences should not be permitted.

3.5.4 Southern Subarea

3.5.4.1 Introduction

The southern subarea is generally located south of the current Tumwater city limits to just south of 93rd Avenue. The subarea extends from the Deschutes River on the east to the vicinity of Blomberg Street to the west.

The 1994 zoning in Thurston County for the southern subarea is shown in Map 3-5. 1994 land use is illustrated in Map 3-6. It should be noted that the land uses shown on this map are based on tax assessor's land use categories. They do not directly correspond to the land use categories used on the future land use map located later in this section. Additionally, tax assessor's land use categories are applied to an entire tax parcel regardless of the portion of the parcel that is currently developed. Thus, for example, an entire 40-acre parcel may be shown on Map 3-6 as being in residential use, even though only one residence may currently be located on that parcel.

As of 1994, the major transportation route through the southern subarea is Interstate 5, which bisects the subarea in a generally north-south direction. Other major north-south corridors include Kimmie and Tilley Roads, which extend to the south from the Olympia Regional Airport area. Old Highway 99 angles northwest-southeast along the eastern boundary of the subarea. Littlerock Road angles northeast-southwest across the western portion of the subarea, and Case Road follows the same general direction south of the Olympia Regional Airport. Major transportation routes in the east-west direction are 93rd Avenue, and 88th Avenue between Tilley Road and Old Highway 99. The Port of Olympia is currently working on designing new roadway alignments for the northern portions of Case and Tilley Roads and 88th Avenue in response to the proposed relocation of the main north/south runway.

Municipal water and sewer service are currently serving only one customer in the southern subarea, the Washington State Patrol site on Armstrong Road.

There are several physical limitations to development within the southern subarea. The Deschutes River floodplain occupies the eastern portion of the subarea. The river is under the jurisdiction of the Shoreline Management

Act and subject to the provisions of the Shoreline Master Program of the Thurston Region. The floodplain area is subject to seasonal flooding and high water tables and includes soils with severe limitations for roads, buildings and septic systems. There are some steep slopes on the western edge of the floodplain which may have limitations to development.

Several isolated wetlands exist in the area south of the Olympia Regional Airport between 88th and 93rd Avenues. There are also several wetland areas on the west side of Interstate 5 north of the 93rd Avenue interchange. Salmon Creek and its associated wetland system runs westward along the southern portion of the subarea.

As is the case throughout the Tumwater urban growth area, the southern subarea is located over an extremely sensitive aquifer.

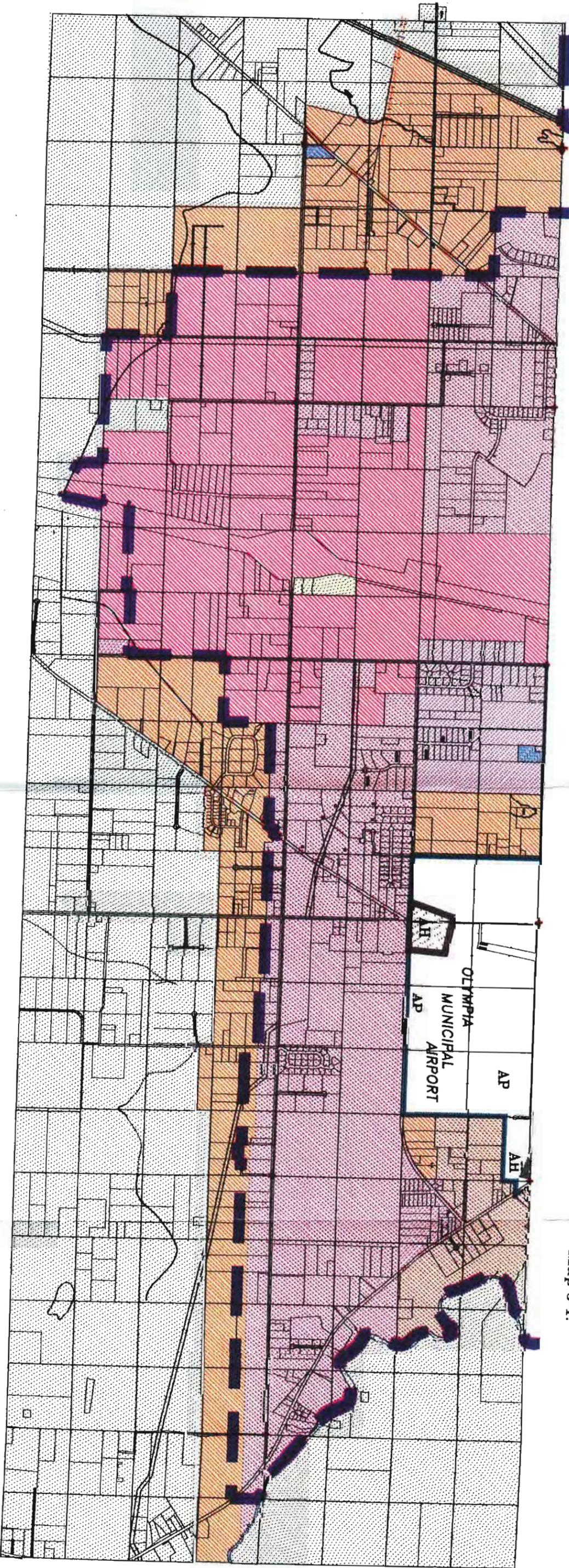
Most of the southern subarea is part of the Salmon Creek drainage basin. This basin is characterized by flat topography, resulting in slow-moving surface drainage. Drainage is made even more problematic for development due to the nature of groundwater in this area. Soil types vary greatly throughout the area and, in many places, the existing soil type drains poorly. During long periods of rainfall, or very intense rain events, these soils can become saturated. Saturation of the upper soil layer can lead to periodic flooding, even in areas that may not be designated as flood plains or wetlands.

The City of Tumwater and Thurston County should jointly determine appropriate methods for managing stormwater in this subarea in advance of urban development. Consideration should be given to the insertion of special development standards in the *Drainage Design and Erosion Control Manual for the Thurston Region*. Such standards could apply in areas where soil investigations demonstrate the presence of extremely poorly-drained soils that may preclude effective functioning of a stormwater infiltration system. Examples of soil types in this area that may possess these characteristics (as defined and mapped in the *Soil Survey of Thurston County*) include:

McKenna gravelly silt loam
Mukilteo muck
Norma silt loam
Shlear variant muck
Tilsch silt loam

MAP 3-5 JOINT PLAN SOUTHERN SUBAREA 1994 EXISTING ZONING

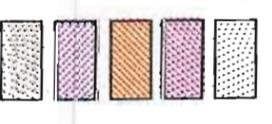
Urban growth boundary and city limits shown were existing as of 1995. For current boundaries, see Map 3-1.



LEGEND
LINE TYPES
 CITY ZONING
 CITY LIMITS
 JOINT PLAN URBAN GROWTH BOUNDARY



COUNTY ZONING DISTRICTS
 RURAL RESIDENTIAL/RESOURCE 1 DU/6 AC
 RURAL RESIDENTIAL 1 DU/6 AC
 RURAL RESIDENTIAL 1 DU/2 AC
 RURAL RESIDENTIAL 1 DU/1 AC
 RURAL RESIDENTIAL 2 DU/1 AC



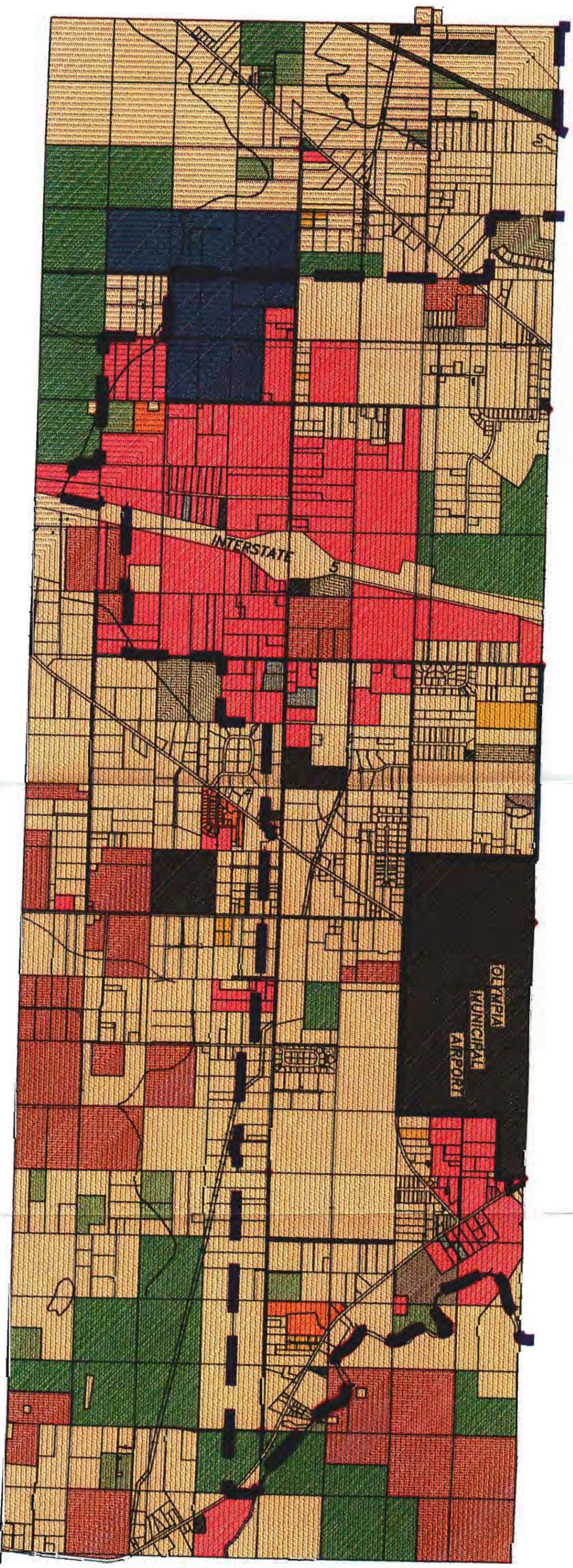
PLANNED INDUSTRIAL DISTRICT
 HIGHWAY COMMERCIAL
 LIGHT INDUSTRIAL
 NEIGHBORHOOD CONVENIENCE COMMERCIAL



1 IN = 2000 FT



MAP 3-6
 JOINT PLAN SOUTHERN SUBAREA 1994 EXISTING LAND USE

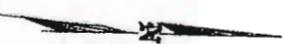


LEGEND

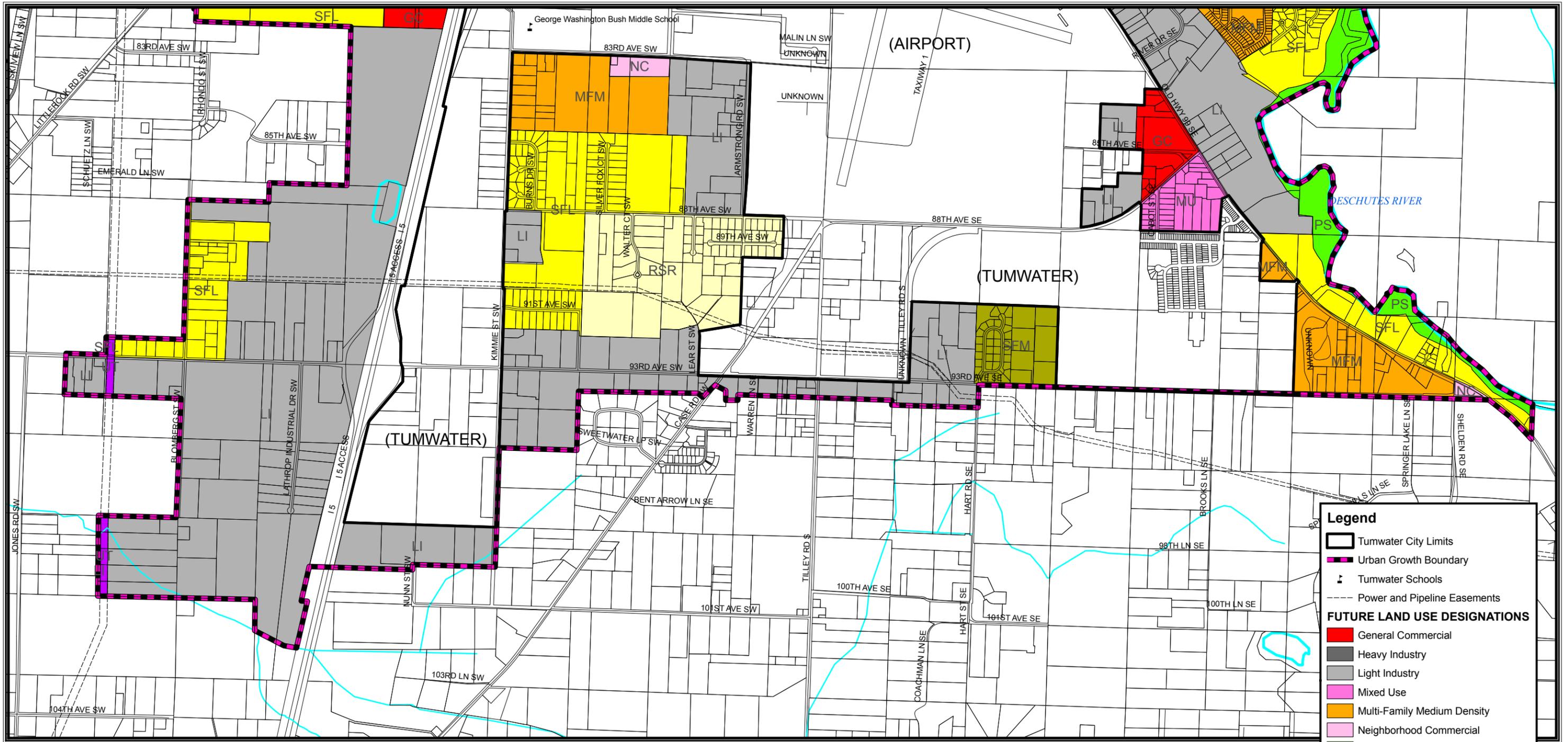
- | | | | | | |
|---|-----------------------------|---|----------------------------------|---|---------------------------|
|  | SINGLE - FAMILY RESIDENTIAL |  | COMMERCIAL |  | MINING |
|  | MULTI - FAMILY RESIDENTIAL |  | PUBLIC FACILITIES & UTILITIES |  | FORESTRY |
|  | MOBILE HOME PARK |  | RECREATION & CULTURAL |  | OPEN SPACE |
|  | INDUSTRIAL |  | AGRICULTURE |  | OTHER RESOURCE PRODUCTION |
|  | CITY LIMITS |  | JOINT PLAN URBAN GROWTH BOUNDARY | | |

Urban growth boundary and city limits shown were existing as of 1995. For current boundaries, see Map 3-1.

1 IN. = 2000 FT



MAP 3-7 JOINT PLAN SOUTHERN SUBAREA FUTURE LAND USE



Legend

- Tumwater City Limits
- Urban Growth Boundary
- Tumwater Schools
- Power and Pipeline Easements

FUTURE LAND USE DESIGNATIONS

- General Commercial
- Heavy Industry
- Light Industry
- Mixed Use
- Multi-Family Medium Density
- Neighborhood Commercial
- Parks/Open Space
- Residential/Sensitive Resource
- Single Family Low Density
- Single Family Medium Density
- Utilities



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
October 6, 2010

Everson clay loam

In the future the City of Tumwater and Thurston County should consider re-evaluating the southern subarea of the Joint Planning area in regards to the Salmon Creek Basin. Some of the issues to address include the following: the type of development in the basin, the possible effects of new development on the rest of the basin, the appropriateness of the current land use designations, and the location of the urban growth boundary.

The Tumwater Economic Development Plan, an element of the Tumwater Comprehensive Plan, makes several recommendations for portions of this subarea. This plan incorporates these Economic Development Plan recommendations. For the area immediately south of the Olympia Regional Airport, the Economic Development Plan recommends Industrial/Commercial land uses, with specific preferred land uses being the following:

- wholesale
- warehouse
- industrial
- heavy equipment

The Economic Development Plan also recommends industrial/commercial uses for the vicinity of the Interstate 5 - 93rd Avenue interchange. North of the interchange area, the plan also recommends industrial/commercial uses, except for low density residential along the west side of the Interstate in areas containing environmentally sensitive conditions.

3.5.4.2 Future Land Uses

Future land use designations for the southern subarea are shown on Map 3-7. These land use designations will be implemented as described in Chapter 10 of this plan. Complete descriptions of the land use designations are contained in Section 3.5.1 of this chapter. They should be used in conjunction with Map 3-7. The remainder of this section is a discussion of each of the land use designations as they are applied within the southern subarea.

Residential/Sensitive Resource (2-4 Dwelling Units Per Acre)

The residential area located on the south side of 88th Avenue from just west of Case Road westward to just west of Walter Court is designated for

Residential/Sensitive Resource low-density residential development. There are three established single family subdivisions in this area. Two of these subdivisions (89th Avenue and Marlene Court) represent the majority of lots within this area and have an average lot size of ½ acre. This lot size is already consistent with density of the Residential/Sensitive Resource designation which is 2-4 dwellings per acre. These neighborhoods should be preserved and protected.

This area is within the Salmon Creek Drainage Basin and the majority of high groundwater flooding that has occurred east of I-5 in residential zones has been concentrated in this particular area. The Residential/Sensitive Resource designation is appropriate to ensure the protection of the sensitive environmental resource present in this area, and because of the history of high groundwater flooding.

The easternmost of these neighborhoods (89th Avenue) is west of the Olympia Regional Airport Runway Protection Zone. Protection of this airspace is vital to the continued operation of the airport. To ensure that new residents of this area are aware they are close to an airport and to protect public health and safety, the City should apply an air hazard overlay zone to this area upon annexation. Any new residential development should be constructed using noise abatement measures to mitigate noise from aircraft.

Single-Family Residential Low Density (4-7 Dwelling Units Per Acre)

Several areas within the southern subarea are suitable for the Single-Family Residential Low Density designation because of existing development patterns, and natural and physical constraints.

The area east of Old Highway 99 and west of the Deschutes River flood plain is partially developed with low density single-family housing. Development in this area should be of a lower density to ensure a careful regard for the sensitivity of the environment and to ensure neighborhood compatibility.

The area generally located along the north side of 88th Avenue from the Washington State Patrol facility westward to Kimmie Road is designated for single family low-density residential development. The residential subdivision on 91st Avenue and the three large residential properties directly north of this subdivision (two of which have access off of 88th Avenue and the third has access off of Kimmie) are also designated for single family low-

density residential development. There are several established single family subdivisions in these areas. These neighborhoods should be preserved and protected.

Although a large portion of the southern subarea is subject to high groundwater flooding, most of the existing residential area along the east side of Blomberg Street north of 93rd Avenue may not have this environmental constraint. A site specific analysis will take place during development or redevelopment of each property. Much of the area along Blomberg Street is currently developed with a rural level of residential development. The Single Family Low Density Residential designation best accomplishes the goals of preserving the existing neighborhood. This designation has also been applied to the properties on the north side of 93rd Avenue near its intersection with Blomberg Street. For these residential properties which have direct access onto 93rd Avenue a change to a more intensive designation such as Light Industrial should be considered in the future for the following reasons: 1) the properties have frontage and obtain access directly from 93rd Avenue which is identified as the major east/west transportation route in the subarea; 2) 93rd Avenue is a road with heavy truck traffic and a 50mph speed limit which is an inappropriate location for urban density single family residential; and 3) the properties do not have a history of environmental constraints such as high groundwater flooding.

There are several places in the southern subarea where the Single Family Low Density Residential designation abuts an area designated Light Industrial. Where this occurs, landscaping, screening and buffering should be used to protect the residential development from possible adverse impacts and to visually separate the different uses.

In a small number of locations, non-residential development exists in areas designated single family low density residential. This situation has resulted from a mix of generally incompatible development types occurring in the same area. As the urban growth area undergoes a transition from rural to urban levels of development, this situation should not be allowed to continue. The Single Family Low Density designation in this area reflects the desire to transition toward residential uses in these areas. The intent of this designation is not to immediately remove existing development; rather, additional non-residential development or renovations which would enlarge the existing non-residential development should not be permitted.

Single-Family Residential Medium Density (6-9 Dwelling Units Per Acre)

The area along 93rd Avenue in the eastern portion of the southern subarea has been designated Single-Family Residential Medium Density. Much of this area is currently vacant. Other parts of it contain single-family residences on large lots, with potential for infill on the vacant portions of those lots. A manufactured home subdivision known as Longhorn Estates is located at the western edge of this area. The area to the south in Thurston County is planned for rural residential development in the Thurston County Comprehensive Plan.

The Single Family Medium Density designation will provide alternative single family housing types in the southern subarea. Providing for a variety of housing options will help enable citizens of various income levels to find appropriate housing in the Tumwater area. This area is located close to possible job centers along Old Highway 99 and 93rd Avenue, and at the Tumwater Town Center and the New Market Industrial Campus. It is also adjacent to existing and likely future public transportation routes (Old Highway 99 and 93rd Avenue). The intention of this location for single family medium density development is to provide opportunities for single family housing close to places of employment and transit routes, reducing the need for long, single-occupancy vehicle commute trips.

The western portion of this area abuts an area recommended for light industrial development. Where this occurs, landscaping, screening and buffering should be used to protect the residential development from possible adverse impacts and to visually separate the different uses.

A portion of this designation is part of a 160-acre property under single ownership. The property is bounded by 88th and 93rd Avenues and is directly southeast of the Olympia Regional Airport property. This Joint Plan designates the southern half of this property Single-Family Residential Medium Density, the northwestern quarter Light Industrial, and the northeastern quarter Multi-Family Residential Medium Density. The intent of these designations is to provide a mix of residential housing types near places of employment, including compatible light industrial uses. Flexibility should be allowed in review of development proposals for this property to accomplish this intent. If an alternative master plan is proposed for this property, it shall be subject to a Planned Unit Development process to ensure

that the proposal provides compatibility among the uses on the property, and between these uses and those on adjacent properties.

Any alternative development proposal for the property should include an adequate mix of the three land use types shown for this property on the Joint Plan Future Land Use Map. "Adequate mix" means that approximately the same number of housing units and approximately the same acreage of industrial land should be included as are provided for this property on the Joint Plan Future Land Use Map. An alternative arrangement of these uses could be proposed, however, provided that:

- light industrial uses meet the performance criteria required for those uses by the light industrial zoning district;
- light industrial uses are not adversely impacted by noise, light, dust or other impacts; and
- vehicle access to light industrial uses is provided from 88th Avenue or Old Highway 99 only, without passing through adjacent residential areas.

Multi-Family Residential Medium Density (9-15 Dwelling Units Per Acre)

The southern subarea includes two areas designated Multi-Family Residential Medium Density. These areas will provide alternative housing types in the subarea. Providing for a variety of housing options will help enable citizens of various income levels to find appropriate housing in areas close to possible job centers in this subarea, as well as at the Tumwater Town Center and New Market Industrial Campus. The intention of this designation is to help provide a variety of opportunities for housing close to places of employment, reducing the need for long, single-occupancy vehicle commute trips.

The area on the west side of Old Highway 99 north of 93rd Avenue is designated Multi-Family Residential Medium Density. This area currently contains some multi-family development and a mobile home park. The remainder of this area is vacant or occupied by single-family residences. It is expected that this area will transition into multi-family residential development in the future.

A portion of this designation is part of a 160-acre property under single

ownership. The property is bounded by 88th and 93rd Avenues and is directly southeast of the Olympia Regional Airport property. This Joint Plan designates the southern half of this property Single-Family Residential Medium Density, the northwestern quarter Light Industrial, and the northeastern quarter Multi-Family Residential Medium Density. The intent of these designations is to provide a mix of residential housing types near places of employment, including compatible light industrial uses. Flexibility should be allowed in review of development proposals for this property to accomplish this intent. If an alternative master plan is proposed for this property, it shall be subject to a Planned Unit Development process to ensure that the proposal provides compatibility among the uses on the property, and between these uses and those on adjacent properties.

Any alternative development proposal for the property should include an adequate mix of the three land use types shown for this property on the Joint Plan Future Land Use Map. "Adequate mix" means that approximately the same number of housing units and approximately the same acreage of industrial land should be included as are provided for this property on the Joint Plan Future Land Use Map. An alternative arrangement of these uses could be proposed, however, provided that:

- light industrial uses meet the performance criteria required for those uses by the light industrial zoning district;
- light industrial uses are not adversely impacted by noise, light, dust or other impacts; and
- vehicle access to light industrial uses is provided from 88th Avenue or Old Highway 99 only, without passing through adjacent residential areas.

A second area designated Multi-Family Residential Medium Density is located southeast of the intersection of 83rd Avenue and Kimmie Road. This area is currently occupied by a mixture of multi- and single-family development and vacant land. This area is bordered by the Bush Middle School and an airport related industrial designation to the north, light industrial and single-family residential designations to the west, single-family residential development to the south, and neighborhood commercial and light industrial designations to the east. A Multi-Family Residential Medium Density designation for this area will provide a transition from the light industrial designations to the lower density residential areas. It also provides a higher density of housing close to needed commercial services and

the middle school, providing opportunities for minimizing lengthy automobile commute trips.

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

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

Neighborhood Commercial

This designation is intended to provide small scale commercial services to surrounding residential areas to help reduce automobile trips and enhance neighborhoods. In the southern subarea, this designation has been applied to two locations.

One area designated Neighborhood Commercial is located on 83rd Avenue between Kimmie and Armstrong Roads, near the intersection of 83rd Avenue and Center Street. This area is an existing neighborhood commercial area that should be allowed to continue and expand slightly to serve future residential and light industrial uses in the neighborhood.

The second Neighborhood Commercial area is at the intersection of 93rd Avenue and Old Highway 99. This area is currently vacant. This designation is appropriate for this area because of its location at an intersection surrounded by areas designated for future residential development.

Commercial uses adjacent to residential 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.

Light Industrial

The Tumwater Economic Development Plan, an element of the Tumwater

Comprehensive Plan, makes several recommendations for portions of this subarea. This plan incorporates these Economic Development Plan recommendations. For the area immediately south of the Olympia Regional Airport, the Economic Development Plan recommends Industrial/Commercial land uses, with specific preferred land uses being the following:

- wholesale
- warehouse
- industrial
- heavy equipment

The Economic Development Plan also recommends industrial/commercial uses for the vicinity of the Interstate 5/93rd Avenue interchange. North of the interchange area, the plan also recommends industrial/commercial uses, along the west side of the Interstate.

The recommendations of the Economic Development Plan are reaffirmed by the Light Industrial land use designations in this plan. The southern subarea includes several features that provide a supportive and attractive environment in which businesses could locate. These include good access to Interstate 5 at the 93rd Avenue interchange, close proximity to the Olympia Regional Airport, availability of a variety of large and small parcels for different types of businesses, primarily flat topography, and the prospect of municipal utilities available in the future. The area also has some potential constraints to this type of development, which were described in Section 3.5.4.1, including areas with sensitive aquifers, poor drainage, and the existence of wetlands. The portions of the southern subarea that are designated Light Industrial are those that can most likely take advantage of the favorable conditions for industrial/commercial development while avoiding significant adverse impacts to the environmentally sensitive features in this subarea.

The area south and west of the Olympia Regional Airport has been designated Light Industrial. The area to the south is part of the approach area for the primary north-south airport runway. This area, which is in the vicinity of Case and Tilley Roads south of 88th Avenue, currently contains some residences on larger lots. Residential development should not be encouraged in this area due to noise impacts and potential safety hazards. In the long term, this area is most appropriate for low-intensity industrial development to maintain compatibility with the Olympia Regional Airport

operations. Upon annexation, the City should apply an air hazard overlay zone to this area to ensure any new development does not interfere with airport operations or create a possible safety hazard.

A portion of this designation is part of a 160-acre property under single ownership. The property is bounded by 88th and 93rd Avenues and is directly southeast of the Olympia Regional Airport property. This Joint Plan designates the southern half of this property Single-Family Residential Medium Density, the northwestern quarter Light Industrial, and the northeastern quarter Multi-Family Residential Medium Density. The intent of these designations is to provide a mix of residential housing types near places of employment, including compatible light industrial uses. Flexibility should be allowed in review of development proposals for this property to accomplish this intent. If an alternative master plan is proposed for this property, it shall be subject to a Planned Unit Development process to ensure that the proposal provides compatibility among the uses on the property, and between these uses and those on adjacent properties.

Any alternative development proposal for the property should include an adequate mix of the three land use types shown for this property on the Joint Plan Future Land Use Map. "Adequate mix" means that approximately the same number of housing units and approximately the same acreage of industrial land should be included as are provided for this property on the Joint Plan Future Land Use Map. An alternative arrangement of these uses could be proposed, however, provided that:

- _ light industrial uses meet the performance criteria required for those uses by the light industrial zoning district;
- _ light industrial uses are not adversely impacted by noise, light, dust or other impacts; and
- _ vehicle access to light industrial uses is provided from 88th Avenue or Old Highway 99 only, without passing through adjacent residential areas.

An area west of the airport and south of the New Market Industrial Campus also has been designated Light Industrial. This area currently is occupied by the Washington State Patrol facility, a dormant gravel mining operation, several residences and vacant land. Light Industrial is the most appropriate long-term designation because of the area's proximity to the airport and industrial development to the north. It is expected that vehicular access to

this area will be primarily from the north through the New Market Industrial Campus. This would avoid heavy traffic impacts through adjacent residential areas to the south and east.

The area around the interchange of Interstate 5 and 93rd Avenue and north along the Interstate is designated Light Industrial, reaffirming it as an area appropriate for industrial/commercial development.

The Light Industrial designation has been applied to several properties on the east side of Interstate 5, south of 93rd Avenue, that currently take direct access off of 101st Avenue and Nunn Road. In order to ensure that any industrial uses on these properties do not impact residential uses that abut them to the south, industrial development can only occur if direct road access is provided from 93rd Avenue or Kimmie Road.

It is strongly recommended that all areas designated Light Industrial west of Interstate 5 and north of 93rd Avenue in the southern subarea be provided automobile access from 93rd Avenue. This would be the most advantageous access for these uses because it provides convenient ingress and egress from the Interstate. Access to light industrial uses should be avoided along Blomberg Road north of 93rd Avenue because of potential conflicts of truck traffic with the residential neighborhood in this area. An access road parallel to and east of Blomberg Road, north of 93rd Avenue, is recommended to provide access to the light industrial uses west of Interstate 5. Once this access is provided, use of Blomberg Road by industrial traffic should be curtailed.

The Light Industrial designation extends northward along both sides of Interstate 5 to the existing Tumwater city limits with the exception of an area designated General Commercial on the west side of Interstate 5 along Prine Road (see Western Subarea Future Land Uses, Section 3.5.5.2) and a small area east of Kimmie Road just south of 88th Avenue. In 1994, two parcels in this area were zoned PID. This plan retains a Light Industrial designation only for the parcel which fronts on Kimmie Road and has an existing industrial use. The other parcel, which is vacant, has been designated Single-Family Residential Low Density to reflect the surrounding uses on three sides.

The Light Industrial designation has been applied to a corridor along 93rd Avenue east of the Interstate 5 interchange to provide compatible land uses

along the connection to the light industrial area south of the Olympia Regional Airport. This would provide for automobile and truck access along 93rd Avenue, Case and Tilley Roads and 88th Avenue to all future light industrial uses in this area while avoiding residentially-designated neighborhoods.

Light industrial uses adjacent to residential areas 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.

Utilities

A Bonneville Power Administration transmission line easement crosses the western part of the southern subarea. This area has been designated Utilities to reflect this use. The Tumwater Utilities Plan, which is adopted by reference in Chapter 5 of this Joint Plan, provides information on future improvements, if any, that are planned for this easement. Future electrical facilities should be developed in accordance with the policies contained in the Tumwater Utilities Plan.

Parks/Open Space

The 100-year floodplain of the Deschutes River is designated Parks/Open Space, consistent with the goals, policies and objectives of this plan. The floodplain boundary has been determined using Flood Insurance Rate Maps produced by the Federal Emergency Management Agency. The intent of this plan and its future land use map is to designate as parks/open space those areas within the 100-year floodplain. Surveys and other additional information used during implementation of this plan may more precisely locate the 100-year floodplain boundary. Areas that are not within the 100-year floodplain would receive the adjacent land use designation shown on the Joint Plan Future Land Use Map.

Because of the dynamic nature of the river and the environmental benefits it provides, most development is inappropriate in its floodplain. The Parks/Open Space designation will provide for uses that are compatible with the river floodplain, such as parks and other recreational uses, existing agricultural uses, and other uses involving primarily open space.

3.5.5 Western Subarea

3.5.5.1 Introduction

The western subarea generally includes the area between the current Tumwater city limits and Black Lake. It also includes several areas of unincorporated land that are currently surrounded by incorporated portions of the City of Tumwater. The subarea extends north to the urban growth boundary separating the Tumwater and Olympia urban growth areas, and south to the vicinity of 88th Street.

The 1994 zoning in Thurston County for the western subarea is shown in Map 3-8. 1994 land use is illustrated in Map 3-9. It should be noted that the land uses shown on this map are based on tax assessor's land use categories. They do not directly correspond to the land use categories used on the future land use map located later in this section. Additionally, tax assessor's land use categories are applied to an entire tax parcel regardless of the portion of the parcel that is currently developed. Thus, for example, an entire 40-acre parcel may be shown on Map 3-9 as being in residential use, even though only one residence may currently be located on that parcel.

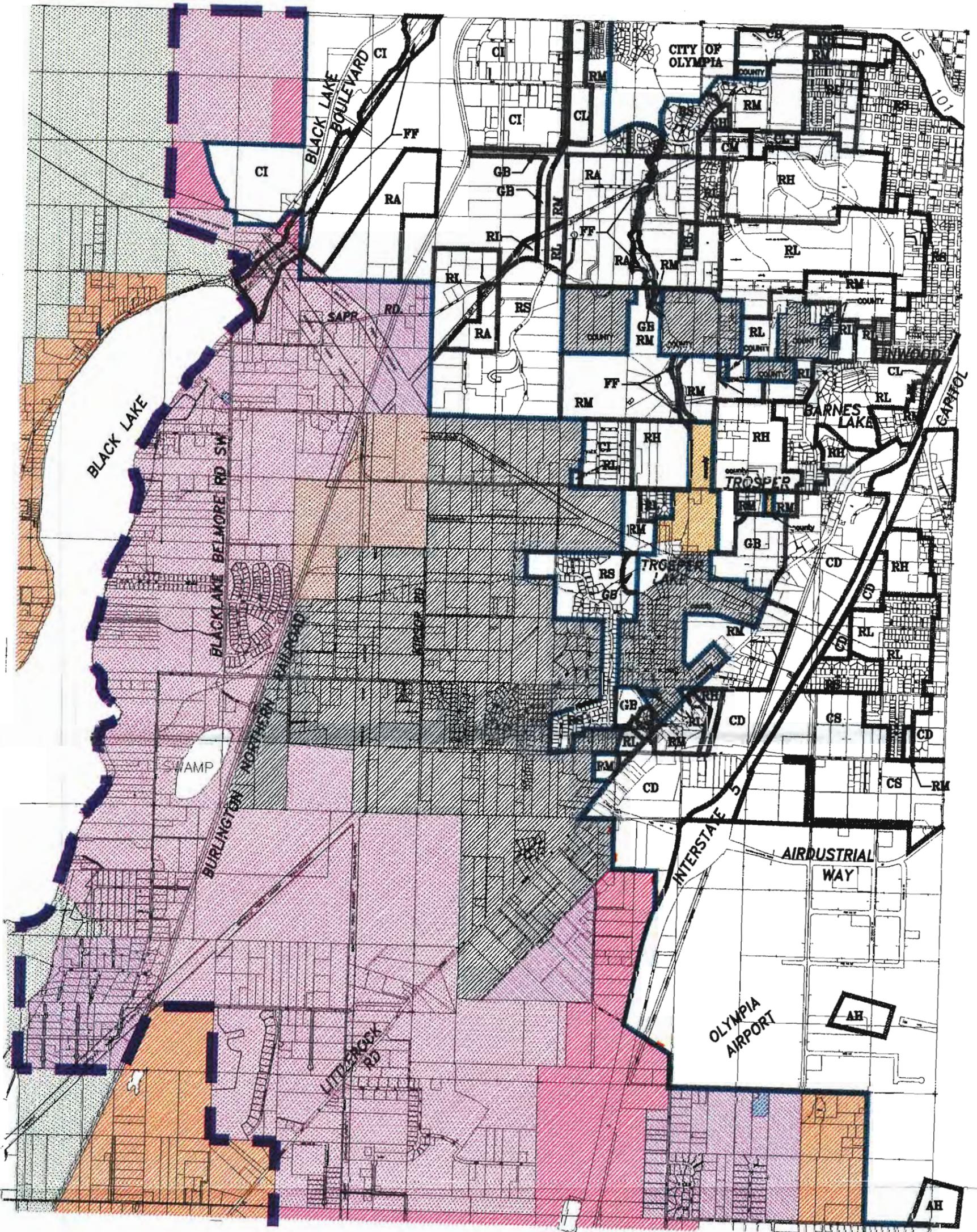
The major existing transportation routes, as of 1994, through the western subarea are Littlerock Road, which angles generally northeast-southwest through the southern portion of the subarea, and Black Lake Boulevard, which runs through a small portion of the northwestern part of the subarea. Other major transportation routes include 66th Avenue, 70th Avenue and Trosper Road, all of which run east-west through the subarea, and Black Lake-Belmore Road, which runs north-south.

For future road alignments in the western subarea, particularly in the area of the Black Hills High School, refer to the Blackhills 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.

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

MAP 3-8

JOINT PLAN WESTERN SUBAREA 1994 EXISTING ZONING



LINE TYPES
CITY ZONING —————
CITY LIMITS —————
JOINT PLAN URBAN GROWTH BOUNDARY —————

LEGEND

COUNTY ZONING DISTRICTS
 RURAL RESIDENTIAL/RESOURCE 1 DU/5 AC
 RURAL RESIDENTIAL 1 DU/5 AC
 RURAL RESIDENTIAL 1 DU/2 AC
 RURAL RESIDENTIAL 1 DU/1 AC
 MEDIUM DENSITY RESIDENTIAL 2-8 DU/1AC
 HIGH DENSITY RESIDENTIAL 4-16 DU/1AC
 PLANNED INDUSTRIAL DISTRICT
 LIGHT INDUSTRIAL
 NEIGHBORHOOD CONVENIENCE COMMERCIAL



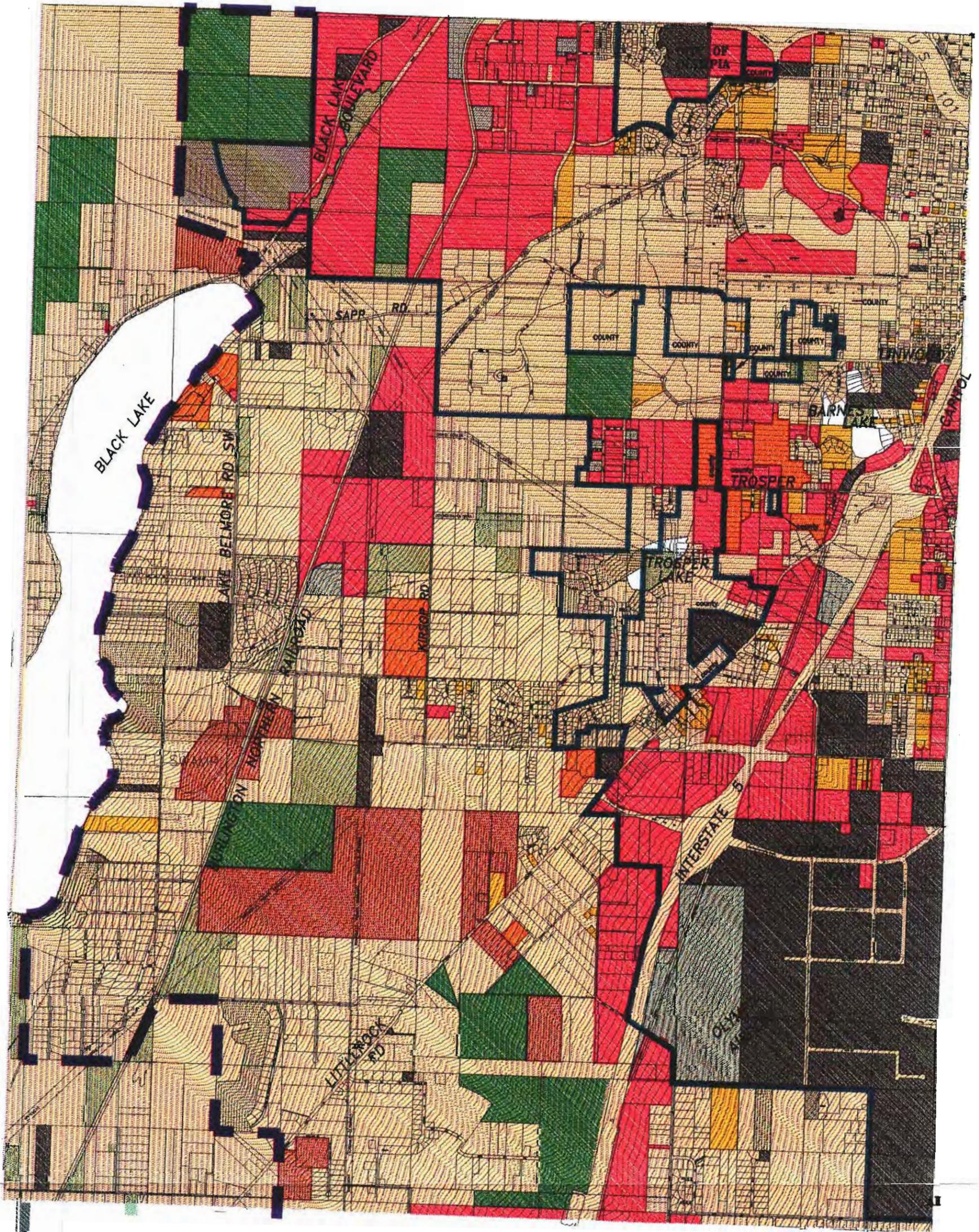
Urban growth boundary and city limits shown were existing as of 1995. For current boundaries, see Map 3-1.



1 IN = 2000 FT

MAP 3-9

JOINT PLAN WESTERN SUBAREA 1994 EXISTING LAND USE



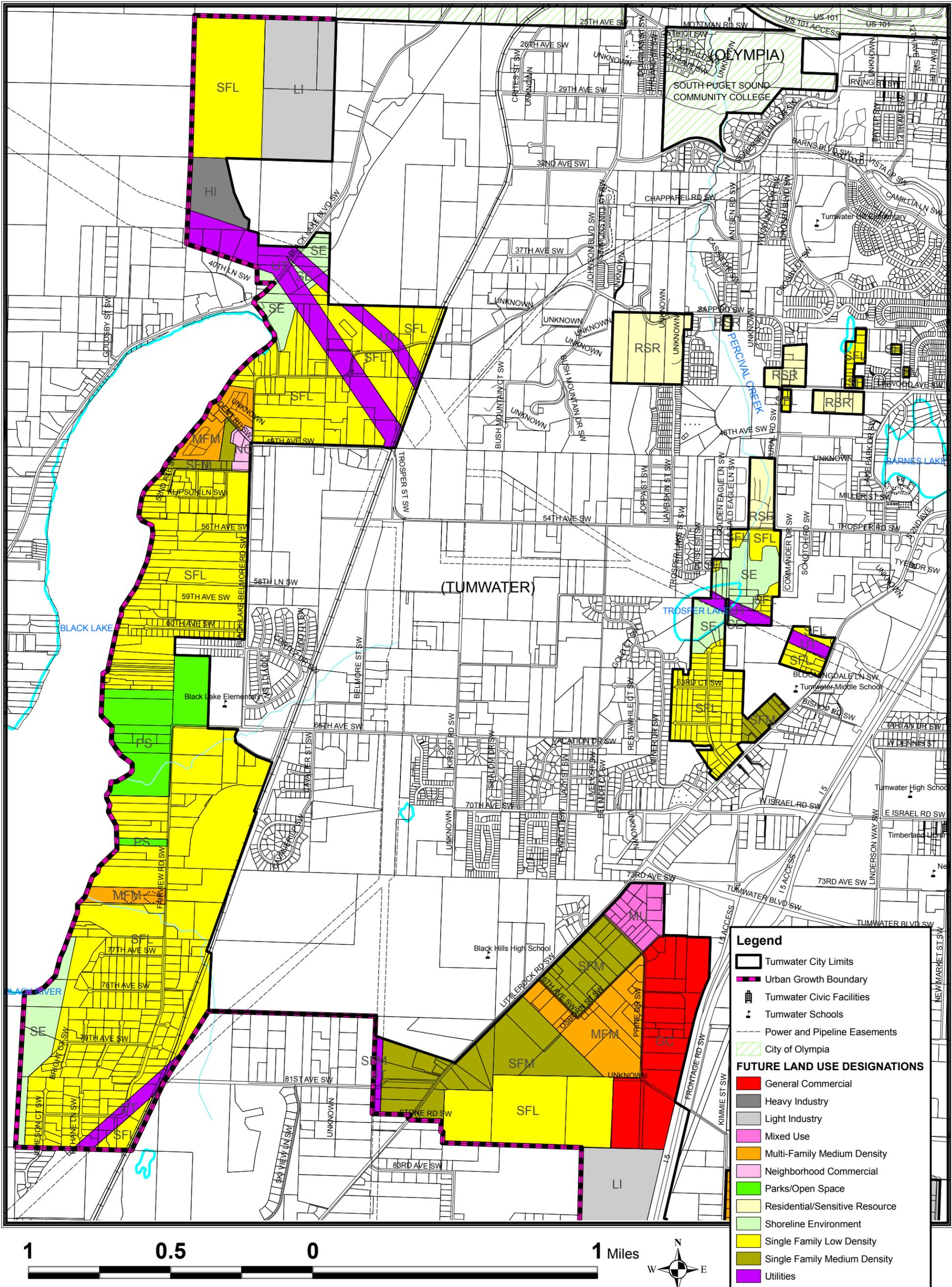
LEGEND

- | | | |
|---|---|--|
|  SINGLE - FAMILY RESIDENTIAL |  COMMERCIAL |  MINING |
|  MULTI - FAMILY RESIDENTIAL |  PUBLIC FACILITIES & UTILITIES |  FORESTRY |
|  MOBILE HOME PARK |  RECREATION & CULTURAL |  OPEN SPACE |
|  INDUSTRIAL |  AGRICULTURE |  CITY LIMITS |
| | |  JOINT PLAN URBAN GROWTH BOUNDARY |

Urban growth boundary and city limits shown were existing as of 1995. For current boundaries, see Map 3-1.

1 IN. = 2000 FT

MAP 3-10 JOINT PLAN WESTERN SUBAREA FUTURE LAND USE



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
October 6, 2010

convert it into a recreational trail. The remaining portion of this rail line is expected to remain in railroad use.

The City of Tumwater currently provides water service to Kenneydell Park and the Black Lake Elementary School area through a water line extension along 70th Avenue-Kirsop Road-66th Avenue to Black Lake-Belmore Road. Water service is also provided to the Black Hawk and Black Lake Park subdivisions and the Black Hills High School. City water is also available to many of the unincorporated "islands" that are part of this subarea. Municipal sewer service is currently provided to the Black Hills High School. Sewer is also available along most of 70th Avenue and is currently being extended along Kirsop Road to 66th Avenue.

The primary physical limitations to development in the western subarea are numerous wetlands and an extremely sensitive aquifer. Troser Lake, Black Lake, and portions of the Black River and Black Lake Drainage Ditch are under the jurisdiction of the Shoreline Management Act and subject to the provisions of the Shoreline Master Program of Thurston County.

Most of the southern part of this subarea is characterized by flat topography, resulting in slow-moving surface drainage. Drainage is made even more problematic for development due to the nature of groundwater in this area. Soil types vary greatly throughout the area and, in many places, the existing soil type drains poorly. During long periods of rainfall, or very intense rain events, these soils can become saturated. Saturation of the upper soil layer can lead to periodic flooding, even in areas that may not be designated as flood plains or wetlands.

The City of Tumwater and Thurston County should jointly determine appropriate methods for managing stormwater in this subarea in advance of urban development. Consideration should be given to the insertion of special development standards in the *Drainage Design and Erosion Control Manual for the Thurston Region*. Such standards could apply in areas where soil investigations demonstrate the presence of extremely poorly-drained soils that may preclude effective functioning of a stormwater infiltration system. Examples of soil types in this area that may possess these characteristics (as defined and mapped in the *Soil Survey of Thurston County*) include:

McKenna gravelly silt loam
Mukilteo muck

Norma silt loam
Shalear variant muck
Tilsch silt loam
Everson clay loam

The Tumwater Economic Development Plan, an element of the Tumwater Comprehensive Plan, makes several recommendations for the portion of this subarea along the west side of Interstate 5. This plan incorporates these Economic Development Plan recommendations. A frontage road is recommended to connect Tumwater Boulevard and Prine Road just west of Interstate 5. This road is envisioned to provide access to a mix of office and commercial uses in this area. The plan also includes a future bridge over Interstate 5 connecting Prine Road to Kimmie Road on the east side of the Interstate, thus improving access to this area.

3.5.5.2 Future Land Uses

Future land use designations for the western subarea are shown on Map 3-10. These land use designations will be implemented as described in Chapter 10 of this plan. Complete descriptions of the land use designations are contained in Section 3.5.1 of this chapter. They should be used in conjunction with Map 3-10. The remainder of this section is a discussion of each of the land use designations as they are applied within the west side subarea.

Residential/Sensitive Resource (2-4 Dwelling Units Per Acre)

Several portions of this subarea are designated Residential/Sensitive Resource because development within these areas may affect sensitive environmental resources. These areas have received this designation because they meet some or all of the following criteria:

- Unique open space character
- Sensitivity to environmental disturbance
- Stream corridors, lakes, wetlands
- Only for exceptional places
- Areas not subject to the protection of the Shoreline Management Act
- Areas not already built out
- Intensive urban development that would adversely affect resource

- _ Soils and natural systems capable of supporting density with urban services without degradation of sensitive areas
- _ A full range of urban services will be available in the near future based on the Capital Facilities Plan
- _ Densities adequate to ensure sewer provision
- _ Contain environmentally hazardous areas such as high groundwater flooding areas

One area that has been designated Residential/Sensitive Resource is generally located south of Trospen Road, north of 66th Avenue (extended), west of the existing city limits, and east of the BPA transmission lines. This area is appropriate for this designation because it includes Fishpond Creek and a relatively large area of associated wetlands.

There are several additional areas that are designated Residential/Sensitive Resource. There are three unincorporated "islands" located on Sapp Road. Due to the unique open space and rural character of this area, as well as its environmental sensitivity due to its proximity to Percival Creek, it is appropriate for the Residential/Sensitive Resource designation.

The unincorporated "island" on the south side of Linwood Avenue just west of Lakepark Drive also is appropriate for the Residential/Sensitive Resource designation. Much of this "island" contains environmentally sensitive wetlands.

A parcel at the northwest corner of the intersection of Trospen and Rural Roads, which is also part of an unincorporated island, is currently occupied by an older mobile-manufactured home park. This parcel is bisected by Percival Creek. It is designated Residential/Sensitive Resource to be consistent with this plan's policy direction for lower density, single family land uses in the areas near Percival Creek, which is a sensitive resource of importance to the community. This designation does not allow mobile/manufactured home parks. Its application to this parcel establishes the future land use direction toward lower density land uses in this area along Percival Creek.

Single Family Residential Low Density (4-7 Dwelling Units Per Acre)

Several areas within the western subarea are suitable for the Single Family Residential Low Density designation because of existing development

patterns and natural and physical constraints.

The area east of Littlerock Road in the southern part of the subarea is designated Single Family Residential Low Density, as is most of the area west of the power line easement which runs north-south from Littlerock Road to the substation on Trospen Road. A few areas in the vicinity of Trospen Road west of Trospen Lake and in the vicinity of Kirsop Road also are designated Single Family Residential Low Density. All of these areas are located over an extremely sensitive aquifer. These areas are characterized by flat topography, resulting in slow-moving surface drainage. Drainage is made even more problematic for development in some areas because saturation of the upper soil layer can lead to periodic flooding. Additionally, numerous wetlands are located in these areas. These conditions pose possible environmental constraints to intense development. Much of these areas are currently developed with a rural level of residential development. 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.

The area on the north side of 70th Avenue west of the existing city limits 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.

The unincorporated island that includes the Glenwood subdivision and Trospen Lake is developed with low density single-family housing, as are the two islands north of Linwood Avenue and the island at the southeast corner of the intersection of Rural Road and Linwood Avenue. These neighborhoods should be preserved and protected. The Single Family Residential Low Density designation best accomplishes the goals of preserving the existing neighborhoods and promoting compatibility with surrounding development.

There are several places in the southern subarea where the Single Family Residential Low Density designation abuts an area designated Light Industrial. Where this occurs, landscaping, screening and buffering should be used to protect the residential development from possible adverse impacts and to visually separate the different uses.

Single Family Residential Medium Density (6-9 Dwelling Units Per Acre)

The portion of this subarea along the south side of 70th Avenue west of Littlerock Road is characterized by rural residential single-family development. These neighborhoods 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 area designated Single Family Residential Medium Density that is west of the Black Hills High School (Public Institutional designation just west of Littlerock Road) 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.

Several areas along both sides of Littlerock Road south of Tumwater Boulevard also are designated Single Family Residential Medium Density. These neighborhoods are established with rural residential uses and 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. 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 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. To accomplish this, Single Family and Multi-Family Residential Medium Density areas are interspersed along this portion of Littlerock Road.

A portion of an unincorporated island immediately south of the Tumwater Middle School on Littlerock Road is appropriate for the Single Family Residential Medium Density designation because it is already partially characterized by medium density single family and duplex development.

A small unincorporated “island” located north of Linwood Avenue on the east side of Pioneer Street is also designated Single Family Residential Medium Density. This designation is appropriate because the site is already characterized by medium density single family development and it is surrounded by land designated for medium density single family development in the Tumwater Land Use Plan.

A small area near 52nd Avenue west of Black Lake-Belmore Road is designated Single Family Residential Medium Density. It contains existing development of this type and should be allowed to in-fill with similar development. This area also will provide a transition between the multi-family development to the north and the low density single family development to the south. Because of this area's proximity to Black Lake, care should be taken in siting and design of future development. The Shoreline Master Program for the Thurston Region includes guidelines for development in this area.

Multi-Family Residential Medium Density (9-15 Dwelling Units Per Acre)

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. Both of these areas, located on either side of Littlerock Road, also contain existing multi-family and mobile home park uses.

The Multi-Family Residential Medium Density area on the east side of Littlerock Road extends to Prine Road. This designation will help provide affordable housing units close to employment opportunities on the east side of Prine Road along Interstate 5, and in the Mixed Use designated area along Tumwater Boulevard. 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 these 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 contains a manufactured home park and other residential uses.

A small, single-lot island of unincorporated land on the south side of Trospen Road west of Littlerock Road is designated Multi-Family Residential Medium Density. This area is appropriate for this designation because it is surrounded by land designated for multi-family development in the Tumwater Land Use Plan, and is located on a probable major transit route (Trospen Road).

Several areas of the west side subarea have been designated Multi-Family Residential Medium Density because of existing development. These areas include property at the intersection of Kirsop Road and 66th Avenue; a parcel on the west side of Fairview Drive; and two areas on the west side of Black Lake-Belmore Road - one north of 52nd Avenue and one several hundred feet south of 52nd Avenue. The existing uses in these areas are established and should be allowed to continue.

An area west of Littlerock Road 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.

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.

Multi-Family Residential High Density (14-29 Dwelling Units Per Acre)

One area is designated Multi-Family Residential High Density in the western subarea. 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.

Mixed Use

The area just south of the intersection of Tumwater Boulevard and Littlerock Road has been designated for mixed use development. The Mixed Use designation would provide an opportunity to develop and infill this area in a way that provides for affordable housing close to needed services and quality community design. This designation is a continuation of the area to the north, which is designated Mixed Use in the Tumwater Land Use Plan. It also reaffirms the recommendations of the Tumwater Economic Development Plan for mixed use, office and retail development on the west side of Interstate 5 in the vicinity of Tumwater Boulevard. [A subarea plan was completed for this area by the City of Tumwater in 1997 to provide a more detailed plan for this area.

The Littlerock Road Subarea Plan should be referenced as a refinement of this plan for this area.]^{1, 2}

¹ Bracketed, underlined text was adopted by the Tumwater City Council in October 1998. Bracketed, bold text was retained by the Thurston County Board of Commissioners, but was deleted by the Tumwater City Council.

² The Thurston County Board of Commissioners considered amendments in 1998 to apply provisions of the Littlerock SubArea Plan in the joint plan and rezone the area for mixed use. Due to flooding in 1997 from high ground water levels, the Board decided not to adopt any of the changes in 1998. The Board said it would not be appropriate to allow new residential development in an area with extremely high ground water and frequent flooding, to avoid the serious losses of personal property and dangers to health and safety associated with such flooding. The Board may reconsider the proposed changes upon the conclusion of studies and actions to remedy the flooding hazards.

[New development in this area should take place with strict land use controls and design standards.]

One other Mixed Use area in the western subarea 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.

One of the Mixed Use designation properties located south of the high school is not owned by the Doelman family. In 2002, Thurston County designated this entire property as Mixed Use. However, the City of Tumwater designated the western portion of this property as single Family Medium Density and the eastern portion as Mixed Use to more closely match the property located directly to the south. The section line was used as the dividing line between the zones.

Neighborhood Commercial

This designation is intended to provide small scale commercial services to surrounding residential areas to help reduce automobile trips and enhance neighborhoods. In the western subarea, this designation has been applied to two locations. The first is at the intersection of 70th Avenue and Kirsop Road. There are two properties at this location with a Neighborhood Commercial designation; one is at the northeast corner of the intersection and the other property is located directly to the north on Kirsop Road. In 2002, Thurston County designated the majority of the corner property as Single Family Medium Density Residential. The County retained the Neighborhood Commercial designation on one acre of the site located at the northwest corner of the parcel nearest the other of the two properties with Neighborhood Commercial designations. The City of Tumwater retained the designation of Neighborhood Commercial for the entire property (See Map 3-

10). This intersection 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. The second area designated neighborhood commercial, on Black Lake-Belmore Road, is partially occupied by a neighborhood commercial use. This use should be allowed to continue and expand to serve surrounding residential development, which is likely to increase in density in the future.

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.

General Commercial

The only area designated General Commercial is east and south of Prine Road along the west side of Interstate 5. This designation will provide for retail and office development just south of the Interstate 5 and Tumwater Boulevard interchange, as recommended in the Tumwater Economic Development Plan. This designation takes advantage of the resource of the interchange and the freeway frontage provided in this area. Access to this area should be provided via a frontage road proceeding south from Tumwater Boulevard along the west side of Interstate 5 south to 93rd Avenue (possibly including part of Prine Road), as recommended by the Economic Development Plan.

The area west of Interstate 5 may have some areas with poor drainage. Special care should be taken during the development review process to adequately mitigate stormwater drainage impacts.

Care should be taken to ensure that commercial development is compatible with surrounding residential development. Commercial uses adjacent to residential uses should be screened and buffered to protect residences from adverse impacts. Existing trees and other vegetation with landscaping and aesthetic value should be preserved where practical.

Light Industrial

The Tumwater Economic Development Plan, an element of the Tumwater

Comprehensive Plan, recommends that a frontage road be constructed to connect Tumwater Boulevard and Prine Road just west of Interstate 5. This road is envisioned to provide access to a mix of office and commercial uses in this area. It would also provide convenient freeway access to development with frontage on the west side of Interstate 5 along Prine Road. The Economic Development Plan also includes a future bridge over Interstate 5 connecting Prine Road to Kimmie Road on the east side of the Interstate, thus improving access to this area and providing a connection to the Port of Olympia's New Market Industrial Campus.

The Light Industrial designation has been applied to the area along the west side of Interstate 5 south of the General Commercial area along Prine Road and the portion of this subarea east of Interstate 5. This designation is appropriate because of the Economic Development Plan's recommendations for improved access to Interstate 5, the New Market Industrial Campus, and the Olympia Regional Airport. This area's Interstate 5 frontage and flat topography are advantageous to light industrial development. It is close to the city limits, and can be served by municipal utilities in the near future.

The area west of Interstate 5 does have some potential constraints to this type of development, including areas with poor drainage and sensitive aquifers. To provide for flexibility of design and detailed site planning, it is recommended that the light industrial area south along the west side of Interstate 5, south of the General Commercial area and north of the pond adjacent to the freeway, be given a zone of Business Park (BP) upon annexation into Tumwater. This zone requires that all development proposals be done through a planned unit development (PUD) process, and limits buildings and structures from occupying more than 50% of the property. It is intended for large (greater than 10 acres) properties such as this, so that the flexibility it provides can be fully utilized.

Another area designated light industrial is located near the BPA transmission station on Trospen Road. This area is currently zoned for industrial use in Thurston County, and contains one existing industrial use on the southern parcel. The area has rail access, which is expected to continue to the north and could be advantageous to industrial development. Automobile and truck access should be provided north to Trospen Road, rather than south to 66th Avenue, to minimize impacts to established residential neighborhoods as trucks travel to and from the freeway system. 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.

The Tumwater Economic Development Plan recommends industrial development for the Black Lake Boulevard area. The Light Industrial designation supports this recommendation in the area north and west of Black Lake Boulevard. This area is adjacent to a Light Industrial designated area within the city limits. It also is appropriate for this area because of its proximity to heavy industrial uses to the south.

Heavy Industrial

The area west of Black Lake Boulevard contains an area that is presently being used for the mining of high quality basalt rock. The Tumwater Conservation Plan identifies this area as being a mineral resource area classified as MRA-2. This classification is used by the Washington State Department of Natural Resources to identify areas where known mineral resources exist. Mineral extraction in this area should be allowed to continue in this area; thus, the Heavy Industrial designation has been applied to the portion of this area that is in the western subarea. An adjacent area inside the city limits is also designated Heavy Industrial.

As portions of this mineral resource area are mined, reclamation of the mined areas should take place. Lighter intensity industrial uses such as warehousing and light manufacturing should be encouraged to locate in reclaimed areas. During future updates to this Joint Plan, this area should be reexamined for potential redesignation to Light Industrial to provide for this transition of reclaimed areas.

Utilities

There are numerous Bonneville Power Administration (BPA) and Puget Sound Energy transmission line easements crossing this subarea. There is also a large BPA transmission station located on Troser Road. These facilities have been designated Utilities to reflect their use. The Tumwater Utilities Plan, which is adopted by reference in Chapter 5 of this Joint Plan,

provides information on future improvements, if any, that are planned for these areas. Future electrical facilities should be developed in accordance with the policies contained in the Tumwater Utilities Plan.

Shoreline Environment

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

Parks/Open Space

A large area on the east shore of Black Lake near the intersection of 66th Avenue and Fairview Drive has been designated for parks/open space use. The southernmost lot is owned by Thurston County has been developed as a County park (Kenneydell Park). The remainder of the area is owned and occupied by a church camp organization. Because of this existing use, the Parks/Open Space designation is appropriate for this area.

Just to the south along Fairview Drive is a single lot that is operated by the State of Washington as a public boat ramp. It is, therefore, designated for parks/open space use.

The floodplain of Percival Creek is designated Parks/Open Space, consistent with the goals, policies and objectives of this plan. The floodplain boundary has been determined using the Flood Insurance Rate maps produced by the Federal Emergency Management Agency. The intent of this plan and its future land use map is to designate as Parks/Open Space those areas within the 100-year floodplain. Surveys and other additional information used during implementation of this plan may more precisely locate the 100-year floodplain boundary. Areas that are not within the 100-year floodplain would receive the adjacent land use designation shown on the Joint Plan Future Land Use Map.

Because of the dynamic nature of the Creek and the environmental benefits it

provides, most development is inappropriate in its floodplain. This designation will provide for uses that are compatible with the river floodplain, such as parks and other recreational uses, existing agricultural uses, and other uses involving primarily open space.

**TUMWATER/THURSTON COUNTY
JOINT PLAN**

CHAPTER 4

**LANDS FOR PUBLIC PURPOSES/
ESSENTIAL PUBLIC FACILITIES**

4. LANDS FOR PUBLIC PURPOSES/ESSENTIAL PUBLIC FACILITIES

4.1 Background

This chapter of the Joint Plan addresses two elements required by the Washington State Growth Management Act (GMA): Lands for Public Purposes and Essential Public Facilities. The main goal of the Lands for Public Purposes Plan is to determine the need for public facilities in the Tumwater area for the 20 year planning period. The purpose of the Essential Public Facilities Plan is to provide a process for identifying and siting public facilities that are necessary, but are typically difficult to site. The City of Tumwater Lands for Public Purposes/Essential Public Facilities Plan meets the GMA requirements for the current city limits and the area being addressed by this Joint Plan. That plan, as amended, therefore, is hereby incorporated as the Lands for Public Purposes/Essential Public Facilities element of this Joint Plan by reference. It is also included as Appendix D in the Tumwater Joint Plan Element of the Thurston County Comprehensive Plan.

4.2 Summary

The Tumwater Lands for Public Purposes/Essential Public Facilities Plan is divided into two chapters as follows:

Chapter 1 addresses how the plan complies with the County-Wide Planning Policies, discusses population forecasts and methodology, and addresses lands needed for utility corridors, transportation corridors, landfills, sewage treatment facilities/sanitary sewer systems, stormwater systems/facilities, water systems/facilities, parks and recreation facilities, fire and police protection, schools, library and city hall services.

Chapter 2 defines and identifies a process for siting essential public facilities in the City of Tumwater and the Tumwater Urban Growth Area.

5. UTILITIES

5.1 Background

The Growth Management Act of 1990 required a "utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunications lines, and gas lines." The City of Tumwater Comprehensive Plan contains a Utilities element that fulfills this requirement. This plan element was drafted by staff in cooperation with the affected utilities. It addresses the entire Tumwater urban growth area, including the current city limits and the area being addressed by this Joint Plan. The City of Tumwater Utilities Plan, as amended, therefore, is hereby incorporated as the utilities element of this Joint Plan by reference. It is also included as Appendix E in the Tumwater Joint Plan Element of the Thurston County Comprehensive Plan.

5.2 Summary

The Tumwater Utilities Plan is divided into five chapters as follows:

Chapter 1 concerns the legal and regulatory context under which private utility companies operate. It explains the various agencies that regulate utilities, provides overall policies for siting utilities, and demonstrates compliance with the Growth Management Act Goals and County-Wide Planning Policies.

Chapter 2 pertains to natural gas facilities, including the sources of gas, transmission, storage and distribution. It also identifies existing and proposed natural gas facilities and concludes that Puget Sound Energy is adequately serving its existing customer base and will continue to do so over the twenty year planning period.

Chapter 3 deals with electricity, including generation, bulk transmission, and transmission systems. Proposed transmission improvements and distribution facility improvements are discussed in this chapter.

Chapter 4 regards phone service in Tumwater and is necessarily brief because phone companies consider much of their system information to be proprietary for competitive reasons.

Chapter 5 concerns cable television service in Tumwater. Currently, all of Tumwater is served by cable, primarily through Comcast Cable. Because the main trunk cable is located on Capitol Boulevard and has a functional capacity of 14-16 miles, all of

Tumwater and its urban growth area over the next twenty years will be adequately served.

**TUMWATER/THURSTON COUNTY
JOINT PLAN**

**CHAPTER 6
HOUSING**

6. HOUSING

6.1 Background

The Growth Management Act RCW 36.70A, requires a housing plan that makes available adequate affordable housing for all economic segments of Tumwater. The City of Tumwater Comprehensive Plan contains a housing element that fulfills this requirement. It was in many ways a difficult element of the Comprehensive Plan to write because many facets of the GMA, such as critical areas protection, impact fees, and concurrency requirements, do not tend to make housing more affordable. In addition, there are a limited amount of avenues available to a municipality to influence the price of housing. The Tumwater Housing Plan examines all known methods available to a local government to reduce the price of housing. The plan also recognizes that the provision of housing is primarily provided by the private sector; therefore, housing prices are mainly influenced by market forces.

The Tumwater Housing Plan addresses the entire Tumwater urban growth area, including the current city limits and the area being addressed by this Joint Plan. The Tumwater Housing Plan, as amended, therefore, is hereby incorporated as the housing element of this Joint Plan by reference. It is also included as Appendix F in the Tumwater Joint Plan Element of the Thurston County Comprehensive Plan.

6.2 Summary

The Tumwater Housing Plan is divided into nine chapters, each analyzing different facets of the issue of housing affordability. The following is a brief synopsis of each chapter:

Chapter 1 is an introduction to the Housing Plan. It demonstrates compliance with both the GMA goals and the County-Wide Planning Policy goals. All relevant goals of both documents are met by this Housing Plan. In addition, this chapter identifies a definition for affordable housing.

Chapter 2 identifies the existing housing distribution in the City of Tumwater as of 2000. There are 5,953 dwelling units within the Tumwater city limits, and 3,089 in the Urban Growth Area.

Chapter 3 of the Tumwater Housing Plan concerns the existing housing investment profile. This chapter provides a summary of federal, state, and local housing financing programs.

Chapter 4 addresses the housing needs of low and moderate income people. Private and public subsidized housing is discussed, and definitions of low and moderate income are provided. Service agencies that provide assistance to low and moderate income clients are discussed.

Chapter 5 is the housing goals, policies, and objectives that define the goals of the entire Housing Plan, and identifies specific policies and objectives to meet those goals.

Chapter 6 regards the regulatory barrier assessment. Put simply, this chapter is a critical look at our own policies, practices, and procedures that adversely impact the cost of housing. Specific recommendations for improvements are made.

Chapter 7 deals with the needs of middle and upper income people in Tumwater.

Chapter 8 identifies sufficient land for housing in the City of Tumwater, in conjunction with the Land Use Plan, and in the Tumwater urban growth area. This chapter recognizes that providing sufficient, buildable land for housing is one of the most important determinants of housing affordability within our control.

Chapter 9 is basically a summary of the Tumwater Housing Plan. It also includes a section on the impact of real wages and real housing prices in Thurston County and their impact on housing affordability.

**TUMWATER/THURSTON COUNTY
JOINT PLAN**

CHAPTER 7

**PARKS, RECREATION AND
OPEN SPACE**

7. PARKS, RECREATION AND OPEN SPACE

7.1 Background

A park and recreation element is an optional component of a comprehensive plan prepared under the provisions of the Growth Management Act (GMA) of 1990. The current City of Tumwater Comprehensive Plan contains a parks and recreation element that was adopted in 1998 that fulfills the requirements of GMA, and all elements required by the Washington State Interagency Committee for Outdoor Recreation (IAC). The current City of Tumwater Comprehensive Plan also contains a separate open space element and non-motorized trails element.

This Park, Recreation, & Open Space (PROS) Plan of 2007 contains goals and policies that will preserve, acquire, develop, operate, and maintain a coordinated series of PROS plan elements that consolidates and includes parks, recreation, open space, and non-motorized trails within the document. The PROS Plan of 2007 will:

- conserve environmental and historical features;
- develop resource oriented parks for waterfront access, boating, and camping;
- develop a trail system including multipurpose, on and off-road hike and bike trails;
- develop a coordinated system of park and school recreational courts and fields;
- support use of a coordinated system of public and non-profit community centers and services;
- operate a coordinated recreational program of services between the city and other public, non-profit, and private providers and user groups; and
- provide adequate administration and maintenance facilities.

This updated PROS Plan of 2007 also proposes specific site improvements to existing and potential parks including the proposed acquisition and restoration of the Old Tumwater Brewery across from Historical Park; and the eventual replacement of Old Town Center with the development of a multipurpose community and recreational center including an aquatic pool, among others.

This updated PROS Plan of 2007 coordinates the existing and proposed resources of the City of Tumwater, Washington State Department of Fish & Wildlife and General Administration, Thurston County, Tumwater School District, Boys & Girls Club, YMCA, Olympia-Tumwater Foundation, Valley Athletic Center, and numerous other

public, non-profit, and private facility providers and user groups.

The PROS Plan outlines policies for coordinating public, non-profit, and private lands and facilities, as well as recreational program services to increase public access but avoid duplication or dilution of program resources.

This updated PROS Plan of 2007 addresses the entire Tumwater Urban Growth Area (UGA), including the current city limits and the area being addressed by this Joint Plan. The City of Tumwater PROS Plan of 2007, therefore, is hereby incorporated as the parks, recreation, open space, and non-motorized trails element of this Joint Plan by reference. It is also included as Appendix G in the Tumwater Joint Plan Element of the Thurston County Comprehensive Plan.

7.2 Summary

Following is a summary of the key recommendations contained in the City of Tumwater PROS Plan of 2007. Each recommendation contains a reference to the PROS Plan page that addresses that issue.

Goals and Objectives and Program Elements

1. Defines the strategic roles and responsibilities the City of Tumwater will have in planning, owning and developing, maintaining, and operating environments, trails, resource parks, athletic parks, community centers, special facilities, and recreational programs in relation to other participants including Thurston County, Tumwater School District, Washington State Departments of Fish & Wildlife and General Administration, Port of Olympia, Boys & Girls Club, YMCA, Olympia-Tumwater Foundation, Valley Athletic Club, and other public, non-profit, and private providers and user groups (*page 4*).
2. Establishes a recreational programming model with which to determine how the various public, non-profit, and private providers and user groups will be coordinated by the City of Tumwater Parks & Recreation Department (*page 14*).
3. Illustrates a program formula model the city may use to determine which programs the city provides versus other public, non-profit, and private providers, and how to determine an equitable pricing model including full subsidy, merit pricing, and full cost recovery (*page 16*).
4. Defines the site or facility location and cost recovery goal the city will use to

deliver interpretive activities, outdoor recreational activities, athletic events, special events, community center activities, and volunteer opportunities (*page 17-18*).

Plan Elements

5. Conservancies for natural resource areas – will conserve, including through possible acquisitions, the extensive wetlands, riparian corridors, and floodplains within the Tumwater UGA (*page 21*).
6. Conservancies for historical areas – will recognize, and in some instances actively conserve, important historical, cultural, and architectural landmarks within the Tumwater UGA (*page 24*).
7. Resource parks waterfront access – will acquire more waterfront access sites onto wetland bodies, Black Lake, and the Deschutes River (*page 28*).
8. Hand-carry launch sites – will develop more hand-carry craft launching sites onto Black Lake, Troser Lake, Henderson Pond, and the Deschutes River (*page 32*).
9. Picnic tables – will develop picnicking activities on resource parks, playgrounds, and other park areas to provide service within 0.5 miles of neighborhood residential areas of the UGA (*page 37*).
10. Picnic shelters – will develop group picnic activity areas with shelters on major community park sites to provide service within 3.0 miles of neighborhood residential areas of the UGA (*page 40*).
11. Multipurpose trails – will develop a system of hike and bike trails through the UGA linking environmental areas, parks, and community facilities with the BPA Powerline, Airport Loop, Capitol Way, Deschutes River, BNSF, Gate to Belmore, and Willams Gas Trails (*page 45*).
12. Streetscape and gateways – will develop streetscape and gateway amenities on major UGA arterials and parkways including Deschutes Way, Israel Road, Tumwater Boulevard, 93rd Avenue, Littlerock Road, Capitol Boulevard, Henderson Boulevard, and Yelm Highway, among others (*page 50*).
13. Artworks – will install artworks and other cultural improvements at major

- community parks and landmark sites including Historical Park, Old Brewery, Tumwater Falls Park, Pioneer Park, Gateway Park, Town Center, and the Commons, among others (*page 52*).
14. On-road bicycle routes - will develop on-road bike route designations, shoulders, and lanes to create an area-wide network on major UGA arterials and collectors including Littlerock Road, Capitol Boulevard, Israel Road, Tumwater Boulevard, 93rd Avenue, Littlerock Road, Capitol Boulevard, Henderson Boulevard, and Yelm Highway, among others (*page 54*).
 15. On and Off-leash Dog Park – will acquire and develop an off-leash dog park on Henderson Boulevard across from Pioneer Park (*page 57*).
 16. Playgrounds – will develop uncovered playgrounds at resource, athletic, and other park and school sites to provide playgrounds within 0.5 miles of neighborhood residential areas within the UGA (*page 60*).
 17. Skateboard courts, climbing walls, and BMX tracks – will develop a major indoor climbing wall facility in the new community center (*page 64*).
 18. Basketball courts – will develop outdoor full and half-basketball courts along with playgrounds and picnic facilities at parks and schools within 0.5 miles of neighborhood residential areas within the UGA (*page 66*).
 19. Sand volleyball courts – will develop outdoor sand volleyball courts along with group picnic facilities at community parks within 3.0 miles of residential areas within the UGA (*page 69*).
 20. Soccer fields – will develop youth soccer fields in parks and schools within 0.5 miles of neighborhood residential areas within the UGA (*page 72*).
 21. Baseball fields – will develop youth and adult competition fields in parks and schools within 3.0 miles of residential areas within the UGA (*page 75*).
 22. Swimming pools – will develop indoor aquatic facilities in the Tumwater community center of a design similar to that recent regional facility proposal (*page 80*).
 23. Gymnasiums – will develop indoor gymnasiums in future elementary and middle schools and in the new Tumwater community center within 0.5 and 3.0 miles of

residential areas within the UGA (*page 84*).

24. Physical conditioning facilities – will develop major indoor conditioning facilities in the new Tumwater community center (*page 85*).
25. Classroom, meeting, and small training rooms – will develop a complex of multipurpose, flexibly sized meeting rooms in the new Tumwater community center (*page 88*).
26. Before/after school programs, teen, and senior centers – will develop additional facilities and programs in the new Tumwater community center (*page 90*).
27. Special use facilities – will acquire, restore, and program special events and activities including environmental and historical interpretive exhibits in the Old Tumwater Brewery and link the site to Historical Park and Tumwater Falls Park (*page 93-94*).
28. Special facilities – will develop a Farmers’ Market in the old fire station on Israel Road, a formal Commons park at the site of the Public Works Yard, and possibly acquire the school district’s wooded site and the Brighton Grange to implement the Town Center concept (*page 95*).
29. Nature interpretive exhibits – will install signage, exhibits, and centers to display and educate park and trail users of the unique environmental, historical, cultural, and architectural heritage of Tumwater (*page 96*).
30. Restrooms – will develop permanent restroom facilities in Town Center, Barnes Lake, Henderson Pond, Guerin County Park, and the Old Tumwater Brewery to support park and trail users (*page 100*).

Implementation Tasks

To support implementation requirements, the PROS Plan of 2007 will accomplish the following tasks (*pages 123-130*):

1. Adopt the plan.
2. Create TumwaterParks.com.
3. Revise user fee schedules.
4. Recruit program vendors.
5. Allocate capital facility funds.

**TUMWATER/THURSTON COUNTY
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**CHAPTER 8
TRANSPORTATION**

8.0 TRANSPORTATION

8.1 Summary

The City of Tumwater 2025 Transportation Plan identifies the 20-year projected transportation needs in Tumwater and its urban growth area (UGA). The plan provides for an overall balanced transportation system including major roadway improvements as well as better transit and non-motorized alternatives.

Federal and state planning regulations require a coordinated planning program for regional transportation systems and facilities throughout the state. Regional transportation plans are required and have been developed by the Thurston Regional Planning Council. A City of Tumwater Transportation Plan is also required, which must be coordinated with and be consistent with the regional plan.

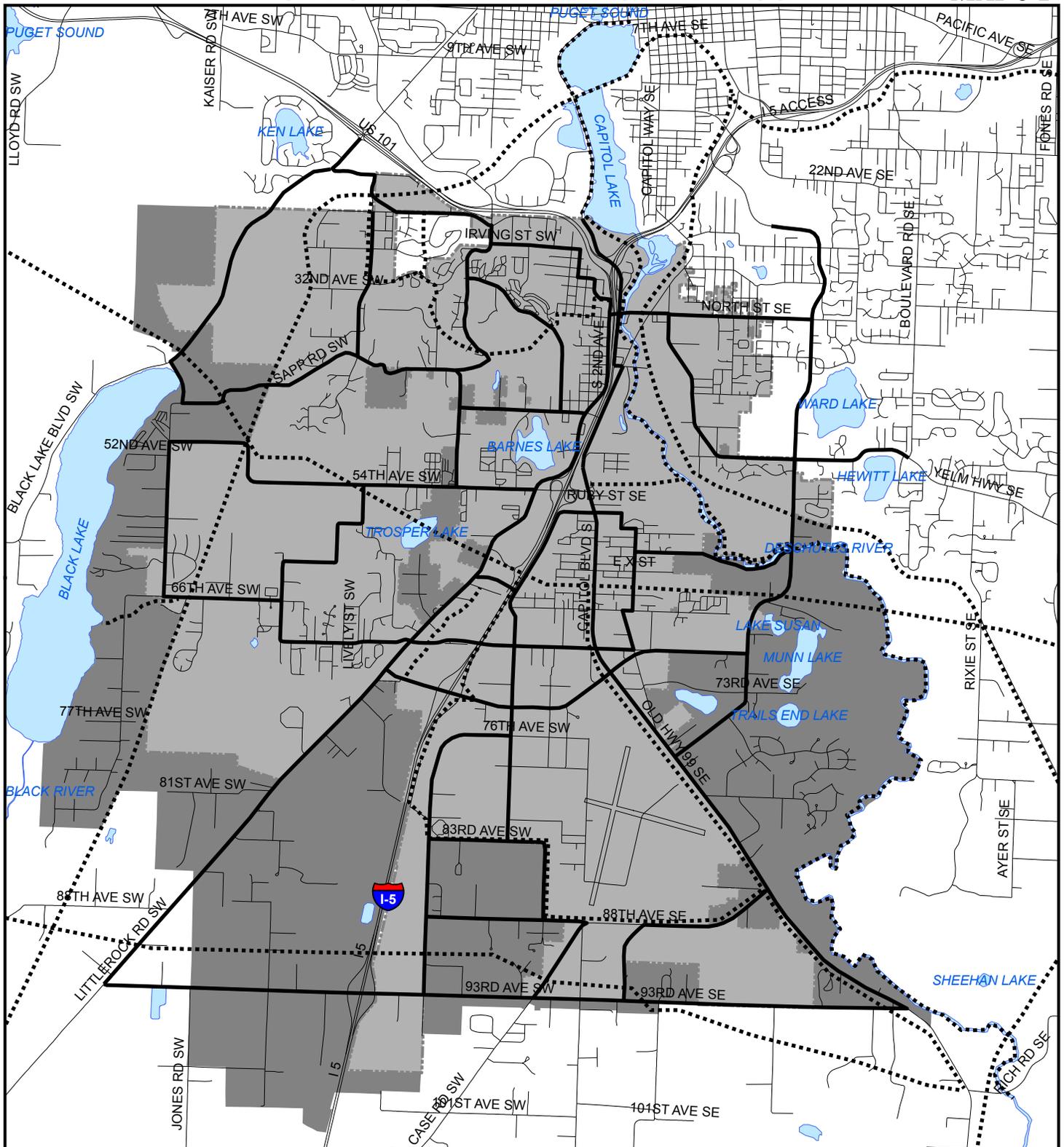
The Transportation Plan is consistent with the regional transportation plan. It presents a future, comprehensive transportation system for the City of Tumwater and its UGA that implements and is consistent with the other elements of this Joint Plan. The Transportation Plan, therefore, is hereby incorporated as the Transportation Plan Element of this Joint Plan by reference.

Notes:

- 1) The Thurston County Planning Commission requested Map 8-1 that identifies the connections between bicycle routes described in the Transportation Plan and multipurpose trails set forth in the City's Park, Recreation and Open Space Plan.
- 2) The Tumwater Planning Commission requested that the County's planned improvement to the Deschutes River bridge on Henderson Boulevard be referenced herein. According to the County's adopted six-year Transportation Improvement Plan, the bridge is planned for rehabilitation. This includes widening for shoulders.

FUTURE BICYCLE ROUTE AND MULTIPURPOSE TRAIL CONNECTIONS CITY OF TUMWATER AND TUMWATER UGA

MAP 8-1



LEGEND

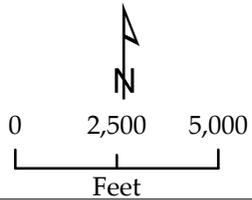
- RECOMMENDED SYSTEM OF BICYCLE ROUTES
- EXISTING AND PROPOSED MULTIPURPOSE TRAILS
- CITY LIMITS
- URBAN GROWTH AREA (UGA)

Data Sources:

- 1) City of Tumwater 2025 Transportation Plan, Exhibit 3-2, City of Tumwater Recommended System of Bicycle Routes
- 2) City of Tumwater 2007 Park, Recreation and Open Space (PROS) Plan, Section 4.4, Existing and Proposed Multipurpose Trails

Note: This map is for general reference purposes only. Please refer to the applicable sources noted above for additional information on existing and proposed bicycle routes and multipurpose trails.

CITY OF TUMWATER PLANNING/FACILITIES DEPARTMENT
2025 T-PLAN PROJECT.MXD
DECEMBER 2009



**TUMWATER/THURSTON COUNTY
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CHAPTER 9

PUBLIC FACILITIES AND SERVICES

9.0 PUBLIC FACILITIES AND SERVICES

9.1 Introduction

This chapter of the Joint Plan identifies the 20-year projected needs for public facilities and services in the Tumwater urban growth area. The Washington State Growth Management Act (GMA) identifies cities as the preferred provider of public services within urban growth boundaries; therefore, the City of Tumwater should be the long-term public service provider within the urban growth area.

Currently, most of the urban growth area receives rural levels of public services from a variety of service providers. Existing public facilities and services are described in Chapter 2 of this plan and are listed in more detail in the Capital Facilities Plans (CFP's) for Thurston County and the City of Tumwater. As the area transitions from a rural to urban level of development, public facilities and services also should shift to urban levels. Many of these urban services will ultimately be provided by the City of Tumwater.

The GMA requires that a Capital Facilities Plan be prepared as an element of each affected local government's comprehensive plan. Both Thurston County and the City of Tumwater have adopted a CFP as part of their comprehensive plans. These CFP's are updated by each jurisdiction. These two jurisdictions coordinate the development of their respective CFP's in order to ensure that the appropriate level of public facilities and services for which they are responsible is provided.

This chapter includes goals and policies for the provision of public facilities and services in the urban growth area. This chapter of the Joint Plan is *not* the CFP element of either Thurston County's or the City of Tumwater's Comprehensive Plan. Both jurisdictions have adopted a CFP as a separate element of their comprehensive plans. The goals and policies of this chapter supplement the County's and City's CFP goals and policies.

9.2 Goals and Policies

GOAL #1

Public involvement should be provided in all phases of public facilities planning.

Policies:

1. Encourage active citizen participation throughout the process of developing and adopting a Capital Facilities Plan.
2. Seek active public involvement during future updates of this Joint Plan and other plans which address the provision of public facilities and services.

GOAL #2

Public service plans should be prepared and facilities constructed to support planned growth.

Policies:

1. Correctly time and size public utility services to provide adequate growth capacity and to avoid expensive remedial action.
2. Public utility and service plans, including the Thurston County and City of Tumwater Capital Facilities Plans, should be consistent with the Joint Plan.
3. Where the Joint Plan designates urban levels of land uses and subsequently adopted long-range plans for public utilities show that urban levels of utilities are not feasible, the Joint Plan and zoning designations should be reviewed.
4. Extension of services and construction of public capital facilities should be provided at levels consistent with development intensity identified in the Joint Plan.
5. Public utility services within growth areas should be phased outward from the urbanizing core as that core becomes substantially developed, in order to concentrate urban growth and infilling.
6. Thurston County and the City of Tumwater will coordinate their capital facilities plans for the urban growth area.
7. Mechanisms and procedures should be established and maintained to

ensure that new school facilities are coordinated with growth and their impacts on roads and neighboring uses are considered. All development proposals should consider enrollment impacts on schools.

8. Coordinate future economic activity with planning for public facilities and services.
9. Satellite water and sewage disposal systems should be integrated into the water and sewer plans of the City and County to maximize water source development and to ease the transition to the municipal utility systems.

GOAL #3

When designing and locating public facilities, procedures should be followed to mitigate adverse impacts on the environment and other public facilities.

Policies:

1. Impacts on water resources, drainage systems, natural habitat, geologically hazardous areas, other sensitive areas and transportation systems by proposed public facilities improvements should be considered and adverse impacts avoided or mitigated.
2. Public facilities should be sited with the least disruption of natural habitat, floodplains, wetlands, geologically hazardous areas, resource lands and other environmentally sensitive areas.
3. Promote efficient and joint use of facilities with neighboring governments and private citizens through such measures as interlocal agreements and negotiated use of privately and publicly owned lands or facilities (such as open space, stormwater facilities or government buildings).
4. Explore regional funding strategies for capital facilities to support comprehensive plans developed under the Growth Management Act.
5. Agreements should be developed between the County and City addressing the planning and financing of capital facilities in the Urban Growth Area as annexations occur.

6. The County and City should coordinate utilities review during land-use project permit review.

GOAL #4

Public facilities and services should be provided consistent with adopted growth management comprehensive plans, public facility and service plans, interlocal agreements and other adopted policies.

Policies:

1. Provide public utilities and services consistent with adopted County-Wide Planning Policies.
2. Allow municipal sewer and water service to be extended, consistent with the City's annexation policies, to serve development within the urban growth boundary.
3. County and City capital facilities plans should be coordinated and should be updated. They should be consistent with other elements of adopted comprehensive plans to ensure that appropriate new facilities are provided as development occurs.

GOAL #5

All factors and impacts should be considered in determining appropriate methods for providing needed public facilities and services.

Policies:

1. Waste water disposal methods should be determined by considering all factors, such as environmental impacts, long-term effects, technical feasibility, cost effectiveness and especially the maintenance and improvement of water quality.
2. Alternate modes of sewage treatment and disposal should be encouraged where feasible, where water quality can be protected and where appropriate operation and maintenance are provided.
3. The County should monitor the functioning of on-site sewage systems

and require that they be maintained in a condition that will assure their longevity, protect public health, and prevent contamination of surface and ground water.

4. Drinking water service inside urban growth areas should be provided by cities or private utility systems which are the designated service providers through coordinated water system planning.
5. The County and City should coordinate with other jurisdictions that share stormwater drainage basins to provide stormwater facilities and related management programs to protect surface and ground water quality and habitat, prevent chronic flooding from stormwater, maintain natural stream hydrology and protect aquatic resources.

9.3 Projected Needs for Public Facilities and Services

Projections for additional public facilities and services that are needed to serve the urban growth area over the 20-year period are located in both the Tumwater and Thurston County Capital Facilities Plans (CFP).

9.3.1 General Governmental

The General Governmental category of facilities and services includes parks and recreation, police, fire, public buildings and public schools. Parks and recreation facilities needed to serve the urban growth area over the 20-year planning period are shown in the Tumwater Parks and Recreation Plan, which is summarized in Chapter 7 of this Joint Plan. Facility needs for police, fire, and public buildings and schools are described in the Tumwater Lands for Public Purposes/Essential Public Facilities Plan, which is summarized in Chapter 4 of this Joint Plan.

9.3.2 Potable Water

Drinking water related projects are described in detail in the City of Tumwater Comprehensive Water Plan. The Water Comprehensive Plan may undergo periodic updates in the future.

9.3.3 Sanitary Sewer

Sewer related projects are described in more detail in the City of Tumwater

Comprehensive Sanitary Sewer Plan. The Comprehensive Sanitary Sewer Plan may undergo periodic updates in the future.

9.3.4 Stormwater

Development occurring in the urban growth area must meet the standards and requirements contained in the *Drainage Design and Erosion Control Manual for the Thurston Region*. Additional facilities projected to be needed to serve parts of the urban growth area may be contained in the City of Tumwater Comprehensive Stormwater Plan and the Percival Creek Comprehensive Drainage Basin Plan, which was developed jointly by the Cities of Tumwater and Olympia and Thurston County. The Comprehensive Stormwater Plan may undergo periodic updates in the future.

9.3.5 Transportation

Projected needs for roads and other transportation facilities and services are described in Chapter 8 of this plan.

**TUMWATER/THURSTON COUNTY
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**CHAPTER 10
IMPLEMENTATION**

10.0 IMPLEMENTATION

Successful implementation of the concepts, goals, and policies of this plan may require changes in regulations, procedures, programs, capital investments, and other activities on the part of Thurston County and/or the City of Tumwater. This chapter lists actions needed by these two jurisdictions, that may be changes from existing practice, to achieve the stated goals and policies of this plan. Each implementation action is briefly described with reference to the corresponding policy or recommendation in the Joint Plan which it addresses. For each action, the jurisdiction primarily responsible for its implementation is identified. Where both jurisdictions are identified, the action should be a cooperative effort.

<u>Implementation Action</u>	<u>Thurston County</u>	<u>City of Tumwater</u>
1. Develop future City zoning designations, to be applied upon annexation, for the entire urban growth area. (Section 3.2, Policy 2.4.1 & 2.4.2)		X
2. Modify existing County zoning and land use regulations, as necessary:		
• Apply the County zoning designation that is consistent with the Joint Plan future land use designation, <i>or</i> adopt the City zoning designations consistent with the Joint Plan as applied under #1 above as part of the County zoning map and code. (Section 3.2, Policy 2.2.3)	X	
• In areas designated single-family residential in the Joint Plan, ensure the implementing zoning designation requires that development be configured so these areas may eventually infill and develop at the future urban density identified in the Joint Plan.(Section 3.2, Policy 2.2.4)	X	

<u>Implementation Action</u>	<u>Thurston County</u>	<u>City of Tumwater</u>
<ul style="list-style-type: none"> In areas in the former long-term urban growth area (established by the 1988 Urban Growth Management Agreement) that have been excluded from the Joint Plan long-term urban growth area, apply an appropriate rural zoning designation concurrent with or following adoption of this plan. (Section 2.2) 	X	
<p>3. Review and modify, as necessary, existing plans to ensure consistency with the Joint Plan. (Section 3.2, Goal 1)</p>	X	X
<p>4. Amend development regulations as necessary to implement Joint Plan policies and recommendations. (Section 3.2, Policy 1.5.1)</p>	X	X
<ul style="list-style-type: none"> Revise development regulations to encourage the use of innovative housing and land use techniques, such as cluster housing, density bonuses, transfer of development rights, planned unit developments, etc. (Section 3.2, Policy 2.3; Section 3.5.2) 	X	X
<ul style="list-style-type: none"> Negotiate and adopt an intergovernmental agreement to apply specific City development standards within the urban growth area prior to annexation. (Section 3.2, Policy 1.5.2) Consider inclusion of City tree preservation and commercial landscaping ordinances as part of these standards. (Section 3.2, Policies 8.5 & 10.6.1) 	X	X
<ul style="list-style-type: none"> Ensure that manufactured homes are allowed in all single-family residential zones and in mobile home parks. (Section 3.2, Policy 4.3; Chapter 6) 		X

<u>Implementation Action</u>	<u>Thurston County</u>	<u>City of Tumwater</u>
5. Ensure that subdivision regulations require specific amount of land is set aside as open space in a configuration that is useable for specific desired purposes (e.g., recreation). (Section 3.2, Policy 7.3.1)	X	X
6. Participate in an annual joint capital facilities planning process to ensure the provision of adequate facilities and services for projected growth, as identified in the Joint Plan. (Chapters 8 & 9; Section 3.2, Policy 3.1)	X	X
7. If necessary, modify land use regulatory review, permitting and approval systems to ensure predictability, and to allow for the processing of development permits in a timely and fair manner. (Section 3.2, Policy 2.6)	X	X
8. Consider adoption or amendment of ordinances and regulations as necessary to implement a wellhead protection program that is currently being developed. (Section 3.2, Policies 6.4 & 6.5)	X	X
9. Determine appropriate methods for stormwater management in advance of development in areas where existing soils may make drainage difficult, particularly in the area south of 70th Avenue and west of Interstate 5. (Section 3.5.4.1)	X	X
10. Complete a geologic/critical area study and mapping program. (Section 3.2, Policies 7.2.1, 8.1.1 and 8.3.1)	X	X

<u>Implementation Action</u>	<u>Thurston County</u>	<u>City of Tumwater</u>
11. Coordinate critical areas regulations to make them as consistent as possible between jurisdictions as they are applied within the urban growth area and to all portions of natural features that form the urban growth boundary (e.g., Deschutes River, Black Lake). (Section 3.2, Policy 6.9)	X	X
12. Review and update Joint Plan as necessary to ensure its consistency and to reflect changing conditions.(Section 3.1.3; Section 3.2, Policy 2.2.2) Continue public involvement in the planning process so that decisions are reflective of general community goals and sensitive to the special interests of affected parties.	X	X

**TUMWATER/THURSTON COUNTY
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APPENDIX "A"

**SUMMARY OF PROCESS AND CRITERIA
USED TO DEVELOP 1988 URBAN GROWTH
MANAGEMENT AGREEMENT**

**RECAP OF PROCESS LEADING TO
URBAN GROWTH MANAGEMENT
AGREEMENT AMONG THURSTON COUNTY,
LACEY, OLYMPIA, TUMWATER**

- I. CURRENT MEMORANDUM OF UNDERSTANDING (1983)
 - A. ESTABLISHED URBAN GROWTH AREA
 - B. ENCOURAGED ANNEXATION OF URBAN AREAS
 - C. STATED THE COUNTY WOULD NOT BE IN THE LONG-TERM UTILITY BUSINESS IN THE URBAN AREA
 - D. PROMOTED COMPATIBLE DESIGN/DEVELOPMENT STANDARDS
 - E. NO STRONG STATEMENTS ON LAND USE

- II. 1985-1986 REVIEW
 - A. TRPC SUBCOMMITTEE INITIATED REVIEW IN MAY, 1985
 - B. KEY ISSUES
 1. ORDERLY GROWTH/PHASING OF URBAN DEVELOPMENT
 2. URBAN GROWTH MANAGEMENT BOUNDARIES
 3. JOINT LAND USE PLANNING
 4. ANNEXATION
 - C. PROCESS
 1. TRPC SUBCOMMITTEE PURSUED TWO-TIERED "PHASING" CONCEPT
 2. ADMINISTRATORS, STAFF WORKED TO REVISE TEXT AND MAP
 3. JURISDICTIONAL REVIEW
 4. PUBLIC FORUMS, WORK SESSIONS
 5. TRPC APPROVAL, REFERRAL TO JURISDICTIONS FOR SIGNING

III. PROPOSED REVISIONS TO THE MEMORANDUM TEXT

A. EXPANDED CLEAR PURPOSE STATEMENT

1. TO BE GUIDELINES FOR ORDERLY URBAN GROWTH
2. TO PROMOTE JOINT PLANNING FOR THE URBAN AREA
3. TO PROMOTE CONSISTENCY AND MORE CERTAINTY ABOUT FUTURE DEVELOPMENT
4. FRAMEWORK FOR MORE DETAILED LAND USE AND SERVICE PLANS

B. PHASED GROWTH CONCEPT

1. SHORT-TERM URBAN GROWTH BOUNDARY

- A. ALL AGREE IS URBAN
- B. CAN ACCOMMODATE GROWTH OVER NEXT 10 YEARS
- C. POLICIES AND ACTIONS WILL EMPHASIZE URBAN USES AND SERVICES
- D. WITHIN SHORT-TERM BOUNDARY, CAPACITY FOR 8-10 TIMES FORECAST GROWTH OVER NEXT 10 YEARS

2. LONG-TERM URBAN GROWTH BOUNDARY

- A. 25-YEAR BOUNDARY
- B. NOT INTENDED TO MOVE
- C. LOW RURAL DENSITIES
- D. NO MUNICIPAL UTILITIES

E. RURAL DEVELOPMENT STANDARDS

3. -LOW DENSITY TRANSITION AREA IN BETWEEN

- A. PLANNING FOR UTILITY AND URBAN SERVICE PROVISION
- B. LOW INTERIM DENSITIES

4. TRIGGERING CRITERIA

- A. BASED ON DEVELOPMENT OCCURRING WITHIN CITIES
- B. IDENTIFIES NEED TO EXPAND SHORT-TERM BOUNDARY THROUGH JOINT PLANNING

DRAFT URBAN GROWTH MANAGEMENT BOUNDARY CRITERIA

FACTORS	SHORT-TERM BOUNDARY	LONG-TERM BOUNDARY	ASSUMPTIONS/COMMENTS	INFORMATION SOURCES
Land Use	<p>Area capable of supporting urban development without significant environmental degradation.</p> <p>Area where urban land uses/densities are planned and forecast over the next 5-10 years.</p> <p>Area is committed (developed and platted) to urban land uses.</p>	<p>Area capable of supporting urban development without significant environmental degradation.</p> <p>Area where urban land uses/densities are planned and forecast over the 10-45 year period.</p> <p>Area is not currently committed to urban land uses.</p>	<p>Urban densities are 2 units per acre and greater</p> <p>Urban land uses are commercial/industrial uses requiring urban utilities, roads and services.</p>	<p>Soils, wetland, flood plain, and geology maps</p> <p>Comprehensive Plans</p> <p>Zoning Ordinances</p> <p>Assessor's Maps</p> <p>Aerial Photos</p> <p>Subdivision Buildout Report</p> <p>Planners</p> <p>Land Use Inventory</p>
Services	<p>Area is feasible and desirable for providing urban level roads and utilities in the next 5-10 years.</p> <p>Area is already provided with urban roads and utilities.</p> <p>Area is planned and programmed to receive urban utilities and roads in the next 5-10 years.</p>	<p>Area is feasible and desirable for providing urban level roads and utilities in the 10-45 year time period.</p> <p>Area does not currently have urban level roads and utilities.</p> <p>Area is planned programmed to receive urban utilities and roads in 10-45 year time period.</p>	<p>Urban level roads are those which meet urban arterial and collector standards.</p> <p>Urban utilities are public sewer and water systems.</p>	<p>Comprehensive Water Plans</p> <p>Regional Transportation Plan and L01 Phase II Reports and Memoranda</p> <p>Capital Improvement Programs</p> <p>Public Works Staffs</p>
Natural Resources	<p>Area does not have current or future value for agriculture and forestry. Buffers can be provided between agriculture/forestry uses and urban growth area.</p>	<p>Area does not have long-term value for agriculture and forestry. Buffers can be provided between agriculture/forestry uses and urban growth area.</p>	<p>Lands with value for agriculture and forestry are those with a combination of the following characteristics: prime or unique soils classification (SCS), actively managed for farm or forestry use, enrolled under agriculture or forestry tax program, and not currently served with utilities.</p>	<p>Background Reports and Maps for County Comprehensive Plan review</p> <p>TBPC Agriculture Map</p>
Urban Land Use Holding Capacity	<p>Significant open space and habitat areas are excluded.</p> <p>Area has adequate buildable land area to meet projected 5-10 year urban land use needs, while providing ample choice of locations for a variety of housing types and land uses.</p>	<p>Significant open space/habitat areas are excluded.</p> <p>Area has adequate buildable land area to meet projected 10-45 year urban land use needs, while providing ample choice of locations for a variety of housing types and land uses.</p>	<p>A significant open space/habitat area is the Misqually Delta.</p> <p>There should be at least 25% additional vacant developable land within the short-term area above the amount needed for the projected time period.</p>	<p>TBPC Population Forecasts and Land Use Inventory</p>
Physical Features	<p>Consider natural or man-made barriers to urban expansion and service delivery.</p>	<p>Consider natural or man-made barriers to urban expansion and service delivery.</p>	<p>Desirable to follow logical boundaries that form reasonable urban service areas.</p>	<p>Drainage Basin and Road Maps</p>

URBAN GROWTH MANAGEMENT COMPUTER MAPPING OVERLAYS

1. Base of urban area (section lines, major roads and water bodies).
2. Residential growth pattern.
3. Existing served areas for sewer and water (not "service areas").
4. LOTT Interceptor service areas.
5. Existing and future LOTT interceptor lines.
6. Sensitive aquifer recharge areas.
7. Septic failure hotspots.
8. Septic suitabilities (soils).
9. a. Vacant land (developable).
b. Vacant land with characterization of subdivision-preliminary and final.
10. Zoom to illustrative parcel specific area (1-2 examples only).
11. City limit lines.
12. Generalized zoning (all jurisdictions).
13. Population forecast by TAZ.
14. Capacity estimates by TAZ.

GW:pjs/P3/17

EXCERPTS FROM STAFF MEMO

City and County Administrators

2

October 8, 198

4. Triggering mechanisms to allow growth of short-term boundary.
5. Five-year review of both short-term and long-term boundaries.

B. Boundary Assumptions and Criteria

1. The short-term boundary was agreed to be the 10-year boundary.
2. The long-term boundary was drawn based on a 25-year time period because of the additional effort and complexity of forecasting on a 45-year basis. (Some 45-year boundary recommendations were shown on the map.)
3. Primary determinants of the short-term boundary were:
 - Areas already committed to urban land uses, roads and utilities.
 - Contiguous properties zoned four units per acre or greater or Commercial/Industrial.
 - Inclusion of unincorporated peninsulas created by above factors.
 - Draft 10-year sewer phasing.
4. Primary determinants of the long-term boundary were:
 - Exclusion of valuable agricultural areas.
 - Exclusion of large areas with significant environmental constraints for urban development.
 - Inclusion of areas planned/expected to urbanize over the 11 to 25-year period.

C. General Observations

1. There is not as substantial a difference between the short and long term boundaries as might be expected, based on the concept. This seems to be the result of existing development, planning commitments, and jurisdictional expectations.
2. There was concern about using roads as urban boundaries because utility lines often follow roads, making it desirable to serve both sides of the road.
3. The policies and implementation actions affecting land use and utilities are at least as important (if not more so) than the boundaries in making the UGM concept work.

We enjoyed our work sessions and developed a better appreciation for the various jurisdictional perspectives. We look forward to sharing our work with you.

lde/L2/2

cc: Harold Robertson
Pete Swensson
Daniel Farber
Bob Patrick
Fred Knostman

POPULATION HOLDING CAPACITY OF
PROPOSED URBAN GROWTH BOUNDARIES

	<u>Forecasted Population Increase 1983-1995</u>	<u>1983-1995 Additional Population Holding Capacity</u>	<u>Forecasted Population Increase 1995-2010</u>	<u>1995-2010 Additional Population Holding Capacity</u>
City of Olympia	3,469	38,619	9,647	41,972
Short-term	3,086	26,605	8,932	41,007
Long-term	<u>374</u>	<u>4,005</u>	<u>1,091</u>	<u>4,478</u>
TOTAL	6,929	69,229	19,670	87,457
City of Lacey	3,519	20,114	4,367	17,942
Short-term	5,462	43,426	11,736	45,573
Long-term	<u>2,585</u>	<u>13,705</u>	<u>3,972</u>	<u>12,253</u>
TOTAL	11,566	77,245	20,075	75,768
City of Tumwater	1,621	23,278	3,534	21,715
Short-term	1,042	11,945	2,719	15,904
Long-term	<u>883</u>	<u>8,075</u>	<u>1,420</u>	<u>7,321</u>
TOTAL	3,546	43,298	7,673	44,940
Three Cities Total	8,609	82,011	17,548	81,629
Total Short-term	9,590	81,976	23,387	102,484
Total Long-term	<u>2,842</u>	<u>25,785</u>	<u>6,483</u>	<u>24,052</u>
TOTAL	22,041	189,772	47,418	208,165

LH: lde/L2/19

III. PROPOSED REVISIONS TO THE MEMORANDUM TEXT

A. EXPANDED CLEAR PURPOSE STATEMENT

1. TO BE GUIDELINES FOR ORDERLY URBAN GROWTH
2. TO PROMOTE JOINT PLANNING FOR THE URBAN AREA
3. TO PROMOTE CONSISTENCY AND MORE CERTAINTY ABOUT FUTURE DEVELOPMENT
4. FRAMEWORK FOR MORE DETAILED LAND USE AND SERVICE PLANS

B. PHASED GROWTH CONCEPT

1. SHORT-TERM URBAN GROWTH BOUNDARY

- A. ALL AGREE IS URBAN
- B. CAN ACCOMMODATE GROWTH OVER NEXT 10 YEARS
- C. POLICIES AND ACTIONS WILL EMPHASIZE URBAN USES AND SERVICES
- D. WITHIN SHORT-TERM BOUNDARY, CAPACITY FOR 8-10 TIMES FORECAST GROWTH OVER NEXT 10 YEARS

2. LONG-TERM URBAN GROWTH BOUNDARY

- A. 25-YEAR BOUNDARY
- B. NOT INTENDED TO MOVE
- C. LOW RURAL DENSITIES
- D. NO MUNICIPAL UTILITIES
- E. RURAL DEVELOPMENT STANDARDS

3. -LOW DENSITY TRANSITION AREA IN BETWEEN

- A. PLANNING FOR UTILITY AND URBAN SERVICE PROVISION
- B. LOW INTERIM DENSITIES

4. TRIGGERING CRITERIA

- A. BASED ON DEVELOPMENT OCCURRING WITHIN CITIES
- B. IDENTIFIES NEED TO EXPAND SHORT-TERM BOUNDARY THROUGH JOINT PLANNING

**TUMWATER/THURSTON COUNTY
JOINT PLAN**

APPENDIX "B"

**ANALYSIS OF TUMWATER/THURSTON COUNTY
JOINT PLAN URBAN GROWTH BOUNDARY'S
CONSISTENCY WITH COUNTY-WIDE
PLANNING POLICIES**

The City of Tumwater/Thurston County Joint Plan makes several adjustments to the Tumwater urban growth boundary (UGB) from the long-term UGB that was established in the 1988 Urban Growth Management Agreement between the cities of Lacey, Olympia, Tumwater, and Thurston County.

Two of the areas in which the Joint Plan adjusts the UGB were the subject of special notes on the 1988 Urban Growth Management Agreement (UGMA) Map. Those notes indicated that the UGB as shown on that map in those two locations was illustrative only and would be resolved through joint planning. The resolution as to the exact location of the UGB in those areas is included in the Joint Plan's UGB.

Following is a demonstration of the consistency of the Joint Plan's UGB with the criteria established by the Urban Growth Management (UGM) Committee for inclusion in the Thurston County County-Wide Planning Policies for considering amendments to urban growth boundaries. (*Note: The UGM Committee's criteria is shown in italics.*)

1.2 Amend long-term urban growth boundaries that meet the following criteria:

a. Expansion of the Long-Term Urban Growth boundary must demonstrate consistency with the following criteria:

(1) (a) For South County growth areas, the expansion area can and will be served by municipal water and transportation in the succeeding 20 years. South County jurisdictions must demonstrate that the expansion area can be served by sewage disposal methods that provide for the effective treatment of waste water in the succeeding 20 years; or

(b) For the North County growth area, the expansion area can and will be served by municipal sewer and water and transportation in the succeeding 20 years.

Because Tumwater is part of the North County growth area, only (1)(b) applies to the Joint Plan UGB. The areas that expand the 1988 UGB **can** be served with municipal sewer and water and transportation in the succeeding 20 years, as shown in the City's sanitary sewer, water, and transportation plans. They **will** be served by these services as development occurs which requires these services, as ensured by the City's adopted Capital Facilities Plan concurrency element.

The City of Tumwater's adopted Comprehensive Sanitary Sewer Plan (1989) already includes planned service to the areas where the UGB is expanded. This plan identifies all future sanitary

sewer system components that will be needed to serve these areas. Likewise, the 1992 Tumwater Water Comprehensive Plan and the 1994 Tumwater Transportation Plan demonstrate the ability to serve the entire proposed UGB with those services. The specific capital improvement projects needed to provide all three of these services to the proposed urban growth area are included in Chapters 8 and 9 of the Joint Plan.

The adopted Tumwater Capital Facilities Plan includes a concurrency element which ensures the provision of adequate public facilities for development which occurs in the Tumwater urban growth area. That element states, in part:

"Concurrency will be sought for public facilities as identified below. When concurrency cannot be achieved because of lack of financial resources, then the specific development upon which the concurrency test was applied will not be certified for construction or occupancy...if the City or other parties do not have adequate funding available to match funds to construct the necessary infrastructure, the developer may voluntarily finance the construction with recourse of remuneration through financing techniques such as a traditional latecomers process of future development paying back the costs assigned through fair share growth cost allocation."

Facilities requiring concurrency in the Tumwater Capital Facilities Plan include: streets, roads, highways, traffic signals, sidewalks, street and road lighting systems, mass transit, potable water, and sanitary sewer.

The Capital Facilities Plan also states: "If, in the future, capital facilities (system improvements) needed to obtain concurrency for development are not funded by the CFP due to omission or lack of funds, one or more of five strategies must be employed to obtain consistency of plan and concurrency of necessary infrastructure:

- Strategy 1: Developer pays
- Strategy 2: Increase City revenues
- Strategy 3: Reprioritize CFP projects
- Strategy 4: Reassess land use densities
- Strategy 5: Lower level of service standards"

- (2) *Urbanization of the expansion area is compatible with the use of designated resource lands and critical areas.*

The UGB expansion areas do not include, nor are they adjacent to, any Thurston County designated resource lands. The proposed expansion areas may include, or be adjacent to, some critical areas as defined by either the Thurston County or City of Tumwater critical areas ordinances. These may include the Deschutes River and its floodplain, a portion of Black Lake and possible wetlands.

The Joint Plan prohibits any new residential development in the Deschutes River floodplain and the Black Lake shoreline jurisdiction. To reflect that fact, these areas are assigned future land use designations of parks/open space and shoreline environment, respectively. Development adjacent to these areas, and any other critical areas that may be within the expansion areas, will be subject to either the Thurston County or City of Tumwater critical areas ordinance, both of which provide for protection of the critical areas from development through the establishment of undeveloped buffers.

In summary, the expansion of the UGB is compatible with the use of designated resource areas and critical areas.

- (3) *The expansion area is contiguous to an existing urban growth boundary.*

The UGB expansion areas are contiguous to the 1988 UGMA long-term UGB, as shown on Map 2-3 of the Joint Plan.

- (4) *The expansion is consistent with the County-Wide Planning Policies.*

Thurston County County-Wide Planning Policy 1.1 includes additional criteria that any proposed UGB's must meet:

- a. *Contain areas characterized by urban growth*

The UGB expansion areas contain areas characterized by urban growth, including residential development along Fairview Road and 88th Avenue (1 to 2 DU per acre). The exceptions are an area adjacent to the Deschutes River and a strip of land south of 93rd Avenue near Old Highway 99 (see Map 2-3 in the Joint Plan). The area along the Deschutes River is included in the UGB to provide more logical boundaries for service provision and administration, and is proposed for a land use designation of parks/open space. New residential development is proposed to be prohibited in the Deschutes River floodplain area.

The expansion area south of 93rd Avenue near Old Highway 99 includes primarily the remaining portion of properties that had been divided by the 1988 UGMA long-term UGB. The expansion provides a more logical boundary along property lines, minimizing cases in which properties are divided by the UGB.

- b. *Are served by or are planned to be served by municipal utilities*

The UGB expansion areas are planned to be served by municipal utilities, as demonstrated in 1.2.a(1) above.

- c. *Contain vacant land near existing urban areas that is capable of supporting urban development*

The UGB includes existing urban development and vacant land capable of supporting future urban development, with the exception of potential critical areas as described in 1.2.a(2) above.

- d. *Are compatible with the use of designated resource lands and critical areas*

The UGB expansion areas are compatible with designated resource lands and critical areas as demonstrated in 1.2.a(2) above.

- e. *Follow logical boundaries*

The UGB expansion areas specifically provide for logical boundaries, including property lines, section or quarter-section lines, the Deschutes River, and the Black Lake shoreline. In virtually all cases, the primary reason for the expansion of the UGB is specifically to provide more logical boundaries than those in the 1988 UGB.

- f. *Consider citizen preferences*

The UGB expansions are included as the result of ten months of public meetings of the Tumwater Joint Planning Committee with citizens of the area to develop the Draft Joint Plan. Citizen comments were taken at each meeting of the committee before action was taken by the committee. Citizen preferences were carefully considered in formulating the committee's proposed UGB. Further citizen testimony was taken at public hearings conducted

by the Tumwater and Thurston County Planning Commissions, and the Tumwater City Council and Thurston County Commissioners, prior to adoption of the Joint Plan UGB.

- g. Are of sufficient area and densities to permit the urban growth that is projected to occur in the succeeding twenty-year period.*

Chapter 3 of the Joint Plan contains a land supply analysis which determines that the urban growth area does contain sufficient area and land use densities to accommodate the urban growth projections produced in accordance with the County-Wide Planning Policies.

- b. Expansion of the Long-Term Urban Growth Boundary must demonstrate consistency with one of the two following criteria:*

- (1) There is insufficient land within the existing Long-Term Urban Growth Boundary to permit the urban growth that is forecast to occur in the succeeding 20 years; or*
- (2) An overriding public interest demonstrating a public benefit beyond the area proposed for inclusion would be served by moving the Long-Term Urban Growth Boundary related to protecting the public health, safety and welfare; enabling more cost-effective, efficient provision of sewer or water; and enabling the locally adopted Comprehensive Plans to more effectively meet the goals of the State Growth Management Act.*

The UGB expansion meets the second of these two criteria. As mentioned several times previously in Appendix H, the UGB expansion areas are included specifically to provide for more logical boundaries. These boundaries will enable more cost-effective provision of sewer or water and enable the locally adopted comprehensive plans to be more effectively implemented in accordance with the State Growth Management Act. The following demonstrates how each of the expansion areas shown on the Joint Plan Map 2-3 meets this criteria.

The expansion area southwest of the 1988 UGB includes all of the rights-of-way of 88th Avenue and Fairview Road to provide cost-effective and efficient sewer and water provision as shown in the Comprehensive Sewer and Water Plans. Inclusion of these areas also helps meet the first two goals of the State Growth Management Act: "(1) Encourage development in urban areas where adequate public facilities and services exist or can be

provided in an efficient manner, and (2) Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development." These areas are developing with single-family residential uses at densities that are not rural in nature (e.g., 1 DU per acre). Including them in the urban growth area will allow for the eventual provision of urban facilities to these areas, and will reduce low-density sprawl by allowing for future in-fill of these areas at more urban densities.

The expansion areas along the east and southeast sides of the 1988 UGB are included specifically to provide for more efficient service provision. The northern-most area clarifies the water and sewer service areas for the Cities of Olympia and Tumwater, as called for by a note on the 1988 Urban Growth Management Agreement Map. The area along the west side of the Deschutes River provides for all areas on that side of the river adjacent to the 1988 UGB to be included in the Joint Plan UGB. While this area is not proposed in the Joint Plan for any new development needing water or sewer service, its inclusion in the UGB will enable more efficient provision of other urban services such as police, fire and land use administration. The Deschutes River would provide for a more easily recognizable boundary than the 1988 UGB (which follows no discernable boundary) and will not create a situation in which service personnel must pass through City jurisdiction to reach County jurisdiction, as the 1988 UGB would.

The area south of 93rd Avenue near Old Highway 99 also will create a more recognizable boundary by significantly reducing the number of properties that would be divided by the UGB in comparison with the 1988 UGB. This would enable more efficient development services and other administrative services by the City.

c. *Reduction of the Long-Term Urban Growth Boundary must demonstrate consistency with the following criteria:*

(1) *Sufficient land will remain within the reduced Long-Term Urban Growth Boundary to permit the urban growth that is forecast to occur in the succeeding 20 years.*

Reducing the 1988 UGB in the areas proposed will still provide for sufficient land within the urban growth area to accommodate the forecasted urban growth, as demonstrated in item 1.2.a(4)g above.

(2) *The reduced Long-Term Urban Growth Boundary will include*

cost-effective sewer and water and transportation service areas.

The specific reductions of the 1988 UGB will not jeopardize the cost-effective provision of sewer, water and transportation. In fact, the reduction area east of Interstate 5 is an area which only has transportation access (and existing rights-of-way) from 101st Avenue and Case Road outside of the UGB. Retaining this area in the UGB would make the provision of transportation services more difficult and less efficient than under the Joint Plan UGB.

- (3) *Reduction of the Long-Term Urban Growth Boundary is compatible with the use of the designated resource lands and with critical areas.*

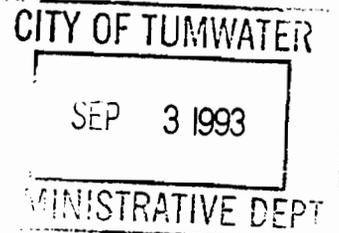
The reductions to the 1988 UGB are not likely to affect Thurston County's designated resource lands because these lands are not located in the vicinity of the proposed reductions. The reduction areas do include portions of possible wetland areas, which are critical areas as defined by the Thurston County and City of Tumwater critical areas ordinances. These critical areas will be removed from the 1988 urban growth area under this plan, removing the possibility of adjacent urban development while retaining the applicability of the Thurston County critical areas ordinance over any future permitted development in the vicinity.

**TUMWATER/THURSTON COUNTY
JOINT PLAN**

APPENDIX "C"

**THURSTON COUNTY COUNTY-WIDE
PLANNING POLICIES**

Thurston County
COUNTY-WIDE PLANNING POLICIES
August 16, 1993



These policies were adopted by the Board of County Commissioners on September 8, 1992. They were ratified earlier by each of the seven cities and towns within Thurston County. Those seven cities and towns are Lacey, Olympia, Tumwater, Bucoda, Rainer, Tenino and Yelm. On August 2, 1993, representatives of Thurston County and the seven cities and towns met to clarify intent of policies 1.2 and 1.3 and to affirm long and short term Urban Growth boundaries established in 1988 around Olympia, Lacey and Tumwater.

Background: The Growth Management Act calls for the faster growing counties and cities within their borders to undertake new planning to prepare for anticipated growth. New parts are to be added to the Comprehensive Plans of these counties and cities, and those plans are to be coordinated and consistent. The framework for this coordination are county-wide planning policies, developed by each county, in collaboration with its cities and towns. These are Thurston County's county-wide planning policies which will be used to frame how the Comprehensive Plans of Thurston County and the seven cities and towns will be developed and coordinated.

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I.
URBAN GROWTH AREAS
June 5, 1992
Adopted September 8, 1992

Note: The North County long and short term boundaries established in 1988 with public hearings and incorporation into the Thurston County Comprehensive Plan, are affirmed as in effect today. (This clarification added 8/2/93).

Urban growth within Thurston County will occur only in designated urban growth areas. To ensure that urban growth areas are established and periodically reviewed, the cities and towns will work with Thurston County to:

1.1 Designate growth area boundaries that meet the following criteria:

- a. Contain areas characterized by urban growth,
- b. Are served by or are planned to be served by municipal utilities,
- c. Contain vacant land near existing urban areas that is capable of supporting urban development,
- d. Are compatible with the use of designated resource lands and critical areas,
- e. Follow logical boundaries,
- f. Consider citizen preferences, and
- g. Are of sufficient area and densities to permit the urban growth that is projected to occur in the succeeding twenty-year period.

1.2 Designate and amend urban growth boundaries through the following process:

- a. Cities and towns will confer with the county about boundary location or amendment,
- b. Proposed boundaries are presented to the UGM subcommittee of Thurston Regional Planning Council, which makes a recommendation directly to the Board of County Commissioners,
- c. Following a public hearing, the Board of County Commissioners designates the boundaries and justifies its decision in writing,
- d. Cities and towns not in agreement with the boundary designation may request mediation through the State Department of Community Development, and
- e. At least every 10 years, growth boundaries will be reviewed based on updated 20 year population projections.

Note: Section 1.2 applies to the "long term urban growth boundary" in the North County and "the urban growth boundary" in South County. For amendments to the North County urban growth boundary, the Urban Growth Management Committee of Thurston Regional Planning Council will develop criteria to evaluate long term boundary changes and a process for involving area residents and other jurisdictions, through joint planning or some form of the process. The governing body of each of the North County

Jurisdictions will review the proposed criteria and process. (This clarification added 8/2/93).

1.3 Short Term Urban Growth Boundaries

The establishment of short term urban growth area boundaries is optional. Any existing short term boundaries and their methods of expansion as established under urban growth management agreements will remain in place until such agreements are re-examined.

Note: Joint planning between Thurston County and the affected city, only, is the method for changing the North County short term boundary. (This clarification added 8/2/93).

II. PROMOTION OF CONTIGUOUS AND ORDERLY DEVELOPMENT & PROVISION OF URBAN SERVICES

August 19, 1992

Adopted September 8, 1992

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. Encouraging 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; *(See process policy on page 10)*
- d. Designate 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 so urban growth areas may eventually infill and become urban.
- f. Considering innovative development techniques.

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 stormwater 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 recognized 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.

2.3 Provide capacity to accommodate planned growth by:

- a. Assuring that each jurisdiction will have adequate capacity in transportation, public and private utilities, stormdrainage systems, municipal services, parks and schools to serve growth that is planned for in adopted local comprehensive plans; and
- b. Protection of ground water supplies from contamination and maintenance of ground water in adequate supply by identifying and reserving future supplies well in advance of need.

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

III.

JOINT COUNTY AND CITY PLANNING WITHIN URBAN GROWTH AREAS

August 19, 1992

Adopted September 8, 1992

Thurston County and the cities and towns within its borders will jointly plan the unincorporated portions of urban growth areas as follows:

- 3.1 Each city and town will assume lead responsibility for preparing the joint plan for its growth area in consultation with the county and adjoining jurisdictions.
- a. The lead city or town and the county will jointly agree to the level and role of county involvement at the outset of the project, including the role of each jurisdiction's planning commission.
 - b. A scope of work, schedule and budget will be jointly developed and individually adopted by each jurisdiction.
 - c. The process will ensure participation by area residents and affected entities.
- 3.2 The jointly adopted plan or zoning will serve as the basis for county planning decisions and as the pre-annexation comprehensive plan for the city to use when annexations are proposed.
- 3.3 Each joint plan or zoning will include an agreement to honor the plan or zoning for a mutually agreeable period following adoption of the plan or annexation.
- 3.4 Nothing in these policies shall be interpreted to change any duties and roles of local governmental bodies mandated by state law; for example, statutory requirements that each jurisdiction's planning commission hold hearings and make recommendations on comprehensive plans and zoning ordinances.

Explanatory Comment: Through the joint planning process outlined in these county-wide planning policies, a committee may draft a joint city and county plan and zoning ordinance; and it is possible that there may be no county planning commissioners serving on the drafting committee. However, the County Planning Commission still has the statutory responsibility to hold hearings on the draft plan and zoning ordinance and make recommendations on those documents to the Board of Thurston County Commissioners.

IV. SITING COUNTY-WIDE AND STATE-WIDE PUBLIC CAPITAL FACILITIES

June 5, 1992

Adopted September 8, 1992

In order to provide a rational and fair process for siting public capital facilities that every community needs, but which have impacts that make them difficult to site, Thurston County and each city and town will:

- 4.1 Cooperatively establish a process for identifying and siting within their boundaries public capital facilities of a county-wide and state-wide nature which have a potential for impact beyond

jurisdictional boundaries. The process will include public involvement at early stages. These are facilities that are typically difficult to site, such as airports, terminal facilities, state educational facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes.

- 4.2 Base decisions on siting county-wide and state-wide public capital facilities on the jurisdiction's adopted plans, zoning and environmental regulations, and the following general criteria:
- a. County-wide and state-wide public capital facilities shall not have any probable significant adverse impact on lands designated as critical areas or resource lands; and
 - b. Major public facilities that generate substantial traffic should be sited near major transportation corridors.

V.
ANALYSIS OF FISCAL IMPACT
August 19, 1992
Adopted September 8, 1992

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 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 areas.

VI.
ECONOMIC DEVELOPMENT AND EMPLOYMENT

June 5, 1992

Adopted September 8, 1992

City, town and county governments in Thurston County encourage sustainable economic development and support job opportunities and economic diversification that provide economic vitality and ensure protection of water resources and critical areas. In order to attain an economic base that provides an adequate tax base revenue source, enhances the quality of life of community residents, and maintains environmental quality, the cities, towns and county will:

- 6.1 Provide in their comprehensive plans for an adequate amount of appropriately located land, utilities, and transportation systems to facilitate environmentally sound and economically viable commercial, public sector, and industrial development;
- 6.2 Support the retention and expansion of existing public sector and commercial development and environmentally sound, economically viable industrial development and resource uses;
- 6.3 Provide assistance in obtaining funding and/or technical assistance for the expansion or establishment of environmentally sound and economically viable economic development;
- 6.4 Support recruitment of environmentally sound and economically viable economic development that helps to diversify or strengthen local economies;
- 6.5 Support workforce training that will facilitate desirable economic development that helps to diversify or strengthen local economies;
- 6.6 Improve regulatory certainty, consistency, and efficiency;
- 6.7 Coordinate economic development efforts with other jurisdictions, the prot, the Economic Development Council, chambers of commerce, and other affected groups; and
- 6.8 Encourage the utilization and development of areas designated for industrial use, consistent with the environmental policies in Section IX.

VII.
AFFORDABLE HOUSING
August 19, 1992
Adopted September 8, 1992

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:

- 7.1 Establishing a process to accomplish a fair share distribution of affordable housing among the jurisdictions.
- 7.2 Working with the private sector, Housing Authority, neighborhood groups, and other affected citizens to facilitate the development of attractive, quality low and moderate income housing that is compatible with the surrounding neighborhood and located with easy access to public transportation, commercial areas and employment centers.
- 7.3 Accommodating low and moderate income housing throughout each jurisdiction rather than isolated in certain areas.
- 7.4 Exploring ways to reduce the costs of housing.
- 7.5 Examining and modifying current policies that provide barriers to affordable housing.
- 7.6 Encouraging a range of housing types and costs commensurate with the employment base and income levels of their populations, particularly for low, moderate and fixed income families.
- 7.7 When possible, provide assistance in obtaining funding and/or technical assistance for the expansion or establishment of low cost affordable housing for low, moderate and fixed income individuals and families.

VIII.
TRANSPORTATION
April 30, 1992
Adopted September 8, 1992

- 8.1 Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- a. Local comprehensive plans will consider the relationship between transportation and land use density and development standards.
 - b. Local comprehensive plans and development standards should provide for local and regional pedestrian and bicycle circulation.
 - c. Improved transit service will be based on Intercity Transit's plans, the regional transportation plan, and local comprehensive plans.
 - d. Transportation Demand Management plans and programs required by State law will be implemented as key part of the region's transportation program.
 - e. Improvements to the regional road network will be consistent with local and regional transportation plans.
 - f. The regional transportation planning process is the primary forum for setting County-wide transportation policy.
- 8.2 The transportation element of each jurisdiction's comprehensive plan will be consistent with the land use element of that jurisdiction's comprehensive plan.
- 8.3 The transportation element of each jurisdiction's comprehensive plan will include level of service standards for all arterials and transit routes and services. Each jurisdiction will coordinate these level of service standards with all adjacent jurisdictions. Transit level of service standards will be consistent with Intercity Transit policies.
- 8.4 Each jurisdiction's transportation element will include an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions.
- 8.5 As soon as feasible, given existing resources, the transportation elements of comprehensive plans adopted by Thurston County and each city and town in the county will be made consistent with the regional transportation plan adopted by Thurston Regional Planning Council according to the provisions of the Growth Management Act.

- 8.6 The regional transportation plan adopted by Thurston Regional Planning Council will be made consistent with the land use elements of comprehensive plans adopted by Thurston County and the cities and towns within Thurston County and with state transportation plans as soon as feasible after those plans are adopted or updates under the provisions of the Growth Management Act. At a minimum, the regional transportation plan will be reviewed and updated, if necessary, every two years for consistency with the most recent local comprehensive plans and state transportation plans.
- 8.7 All transportation projects within Thurston County that have an impact upon facilities or services identified as regional in the regional transportation plan will be consistent with the regional transportation plan.
- 8.8 The regional transportation plan should include an analysis of the economic and environmental impacts of land use policies that encourage people to commute.
- 8.9 Local and regional transportation plans will consider maritime, aviation and rail transportation as an integral link to the area's regional transportation needs.

**IX.
ENVIRONMENTAL QUALITY**

August 19, 1992

Adopted September 8, 1992

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 water of the Puget Sound from further degradation by adopting and participating in comprehensive, multijurisdictional 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 residents' quality of life;
- 9.5 Maintain significant wildlife habitat and corridors; and
- 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 practicable.
- 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.

X.

**COUNTY-WIDE POLICIES WHICH ESTABLISH A PROCESS TO DEVELOP FUTURE
POLICIES**

August 19, 1992

Adopted September 8, 1992

Process to determine and assure sufficiency of Urban Growth Areas to permit projected urban population:

- a. The state Office of Financial Management growth management planning population projections for Thurston County will be used as the minimum amount of population to be accommodated for the coming 20 years.
- b. 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.
- c. 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 "b" 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 position through the review that would take place under provision "c" to identify needed actions, such as enlarging growth boundaries, encouraging more compact development inside growth areas, mechanisms to cut the amount of population coming to the county, etc.

2. These county-wide policies will be reviewed upon request of four-jurisdictions.

**TUMWATER/THURSTON COUNTY
JOINT PLAN**

APPENDIX "D"

**CITY OF TUMWATER LANDS FOR PUBLIC PURPOSES/
ESSENTIAL PUBLIC FACILITIES PLAN**

*(Note: The information in this appendix
is contained in its entirety as an element
of the Tumwater Comprehensive Plan.)*

**TUMWATER/THURSTON COUNTY
JOINT PLAN**

APPENDIX "E"

CITY OF TUMWATER UTILITIES PLAN

*(Note: The information in this appendix
is contained in its entirety as an element
of the Tumwater Comprehensive Plan.)*

**TUMWATER/THURSTON COUNTY
JOINT PLAN**

APPENDIX "F"

CITY OF TUMWATER HOUSING PLAN

*(Note: The information in this appendix
is contained in its entirety as an element
of the Tumwater Comprehensive Plan.)*

**TUMWATER/THURSTON COUNTY
JOINT PLAN**

APPENDIX "G"

**CITY OF TUMWATER
PARKS AND RECREATION PLAN**

*(Note: The information in this appendix
is contained in its entirety as an element
of the Tumwater Comprehensive Plan.)*