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<b>Topic Index</b>	<b>Supporting Plans and Materials</b>
General	<ul style="list-style-type: none"> <li>• Cities of Lacey, Olympia, and Tumwater Urban Trails Plan (2005)</li> <li>• Comprehensive Stormwater Implementation Plan (2002)</li> <li>• Conservation Element</li> <li>• Deschutes Riparian Habitat Rehabilitation Plan (1993)</li> <li>• Drainage Design and Erosion Control Manual for Tumwater (2010)</li> <li>• Economic Development Element (2010)</li> <li>• Housing Element</li> <li>• Land Use Element</li> <li>• Lands for Public Purposes Element</li> <li>• North Thurston County Groundwater Management Plan (1992)</li> <li>• Natural Hazards Mitigation Plan for the Thurston Region (2009)</li> <li>• Parks, Recreation, and Open Space Plan</li> <li>• Percival Creek Drainage Basin Plan (1993)</li> <li>• Port of Olympia Comprehensive Plan (2003)</li> <li>• Port of Olympia Comprehensive Scheme of Harbor Improvements (2016)</li> <li>• Railroad Right of Way Preservation and Use Strategy for the Thurston Region (1992)</li> <li>• Salmon Creek Comprehensive Drainage Basin Plan (2004)</li> <li>• Sanitary Sewer Comprehensive Plan (2015)</li> <li>• Shoreline Master Program (2014)</li> <li>• Strategic Plan (2010)</li> <li>• Transportation Element</li> <li>• Transportation Improvement Plan (2016)</li> <li>• Utilities Element</li> <li>• Water System Plan (2010)</li> <li>• 2040 Thurston Regional Transportation Plan (2016)</li> </ul>
Airport Neighborhood	<ul style="list-style-type: none"> <li>• Port of Olympia Airport Master Plan (2013)</li> </ul>

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<b>Topic Index</b>	<b>Supporting Plans and Materials</b>
Brewery Neighborhood	<ul style="list-style-type: none"> <li>• Brewery District Plan (2014)</li> <li>• Community Visioning Project Final Report for the Former Brewery Properties (2011)</li> <li>• Estimated Market Value Report [For the Old Brewhouse Complex] (1997)</li> <li>• Final Report for the Community Visioning Project – Former Olympia Brewery (2011)</li> <li>• Old Brewery Long Range Plan (1996)</li> <li>• Olympia Brewery Report – Grant No. FYO5-61005-009 (2006)</li> <li>• Phase I Environmental Site Assessment [For the Old Brewhouse] (1997)</li> <li>• Phase II Environmental Site Assessment [For the Old Brewhouse] (1997)</li> <li>• Tumwater Historic District Infrastructure Analysis Summary of Findings [For the Old Brewhouse] (2005)</li> </ul>
Littlerock Neighborhood	<ul style="list-style-type: none"> <li>• Littlerock Road Subarea Plan (2006)</li> <li>• Littlerock-70<sup>th</sup> Avenue Annexation Area Drainage Study (2011)</li> </ul>
New Market Neighborhood	<ul style="list-style-type: none"> <li>• New Market Historic District Master Plan (1993)</li> </ul>
SE Capitol Boulevard Neighborhood	<ul style="list-style-type: none"> <li>• Capitol Boulevard Corridor Plan (2015)</li> </ul>

## **1. AIRPORT NEIGHBORHOOD**

### **1. Introduction**

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

### **2. Airport Related Industrial**

- Olympia Regional Airport and New Market Industrial Campus

### **3. Public Institutional**

- George Washington Bush Middle School

### **4. Historic/Cultural Resources**

- Bush Interpretative Sites

### **5. General Commercial**

- Intersection of 88th Avenue and Old Highway 99

### **6. Mixed Use**

- South corner of intersection of 88<sup>th</sup> Avenue SE and Old Highway 99 SE

### **7. Light Industrial**

- Old Highway 99 SE, River Road SE, and 85<sup>th</sup> and 88<sup>th</sup> Avenues SE

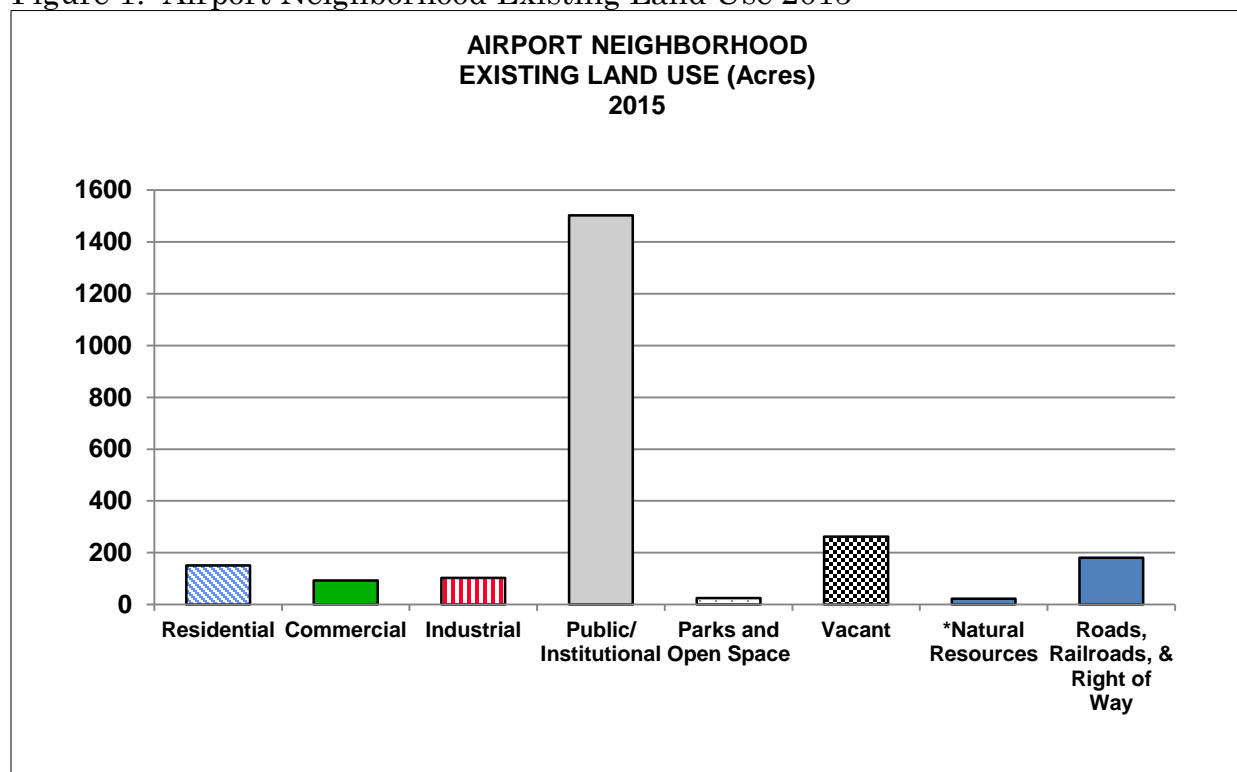


8. Utilities
  - Natural gas and refined petroleum pipelines south and west of airport
9. Single Family Medium Density Residential (6-9 dwellings/acre)
  - 93<sup>rd</sup> Avenue SE and area south of the 88<sup>th</sup> Avenue SE and Old Highway 99 SE intersection
10. Multi-Family Medium Density Residential (9-15 dwellings/acre)
  - 89<sup>th</sup> Avenue SE vicinity

### 1.1 Introduction

The Airport Neighborhood is located in the southern area of Tumwater generally south of Tumwater Boulevard west of Capitol Boulevard/Old Highway 99 and east of Interstate 5. The Olympia Regional Airport, which is owned and operated by the Port of Olympia, takes up most of the area of the neighborhood and is important to the economic health of Thurston County as a whole.

Figure 1. Airport Neighborhood Existing Land Use 2015



Source: Thurston Regional Planning Council Buildable Lands Database – *Land Use by Planning Area*

Notes: \*Includes agriculture, forestry, and mining

Figure 1 indicates the proportion of land uses that exist in the neighborhood at this time. The most predominant use at this time is vacant land. The majority of this land is on Port of Olympia property. The Public Institutional category includes the George Washington Bush Middle School as well as a large amount of Port owned property currently being used for airport operations. Commercial uses are mostly located along Capitol Boulevard. Industrial uses make up the third most predominant use in the neighborhood. The majority of these industrial uses are

located in the New Market Industrial Campus located west of the Airport runway.

Tumwater Boulevard serves as a minor arterial and is the main east-west circulation link in the Airport Neighborhood. Capitol Boulevard/Old Highway 99 serves as the main north-south circulation link and it is classified as a major arterial. Center Street is classified as a major collector. 88th Avenue, Kimmie Street, and 83rd Avenue SE are important circulation links in the southern portion of the neighborhood.

Water service is available to most of the Airport Neighborhood with the exception of areas south of the Airport runway. Additionally, water service had been extended to serve the Bush Middle School located at the corner of Kimmie Street and 83rd Avenue SW. Water service has also been extended along Old Highway 99 to serve the industrial areas near 79<sup>th</sup> Avenue SE on the east side of the neighborhood.

Sewer service is available to most of the northern area of the neighborhood. Sewer has been extended to areas just west of the Airport runway and to the areas near 79<sup>th</sup> Avenue SE on the east side of the Airport. The Valley Interceptor, which runs from Tumwater Boulevard to Bonniewood Drive to Elm Street and down the Deschutes River Valley to the Cherry Street Interceptor, provides capacity for all of the Airport Neighborhood. A regional sanitary sewer pump has been constructed at 83rd and Kimmie Street with force mains connecting at 76th and Center Street.

Most of the Airport is flat. Some areas in the neighborhood are low lying and have a high groundwater level. High groundwater in some parts of this area has been a significant problem and is currently being considered jointly with Thurston County to develop alternatives and potential solutions. The groundwater in the neighborhood is the source for much of Tumwater's municipal water supply. This resource should be protected by following the recommendations of the North Thurston Groundwater Protection Plan, Tumwater's Conservation Element, and the Wellhead Protection Ordinance.

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

Uses adjacent to the Airport include a mix of office, commercial retail, residential, and public institutional uses in the Tumwater Town Center Neighborhood to the North. To the west is the Littlerock Neighborhood that consists mostly of commercial uses and vacant land. East of the Airport Neighborhood are commercial and industrial uses along Capitol Boulevard/Old Highway 99 and residential uses in the Trails End area, which is presently in Thurston County. To the south of the Airport are widely scattered residential uses with a few subdivisions and agricultural uses.

The Port of Olympia Airport Master Plan (2013) applies exclusively to Port owned properties within the neighborhood and should be referenced for specific recommendations for the Airport Neighborhood.

Tumwater should work with the Port of Olympia to ensure consistency with the Port's plans and the City's Comprehensive Plan.

The Economic Development Element sets forth land use recommendations for the Airport Neighborhood as well. The element recommends industrial and commercial development along Capitol Boulevard and south of the Airport outside of the present city limits. The Airport area itself is recommended for industrial development. Areas not presently within the city are addressed in the City/County Joint Plan.

## **1.2 Airport Related Industrial**

The majority of the land in the Airport Neighborhood is under the ownership and jurisdiction of the Port of Olympia, which operates the Olympia Regional Airport and the New Market Industrial Campus.

The Olympia Regional Airport and associated New Market Industrial Campus serve as a large aviation and industrial center for the southern Puget Sound area. Uses that could occur in the Airport area include aviation, retail, commercial, office, industrial, educational, recreational, and agricultural uses.

The Airport area has been designated Airport Related Industrial to reflect the unique land use activities of the Airport and associated areas.

The Airport area should continue to be recognized as an important economic asset to the region as a transportation facility and industrial center. In order to assure this, the existing Airport Related Industry zone should be preserved in its present form and it should remain in its present application generally south of Tumwater Boulevard.

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

Other environmental concerns, such as noise impacts on surrounding residents, strict enforcement of public water system cross connection prohibition, and ground and surface water contamination, have been issues brought up in this area and deserve close scrutiny during development review and thereafter. Landscape buffers in accordance with the adopted landscaping standards are appropriate where industrially zoned lands abut residential.

Detailed plans for the Airport area are addressed in the *Port of Olympia Airport Master Plan*.

### **1.3 Public Institutional**

The Bush Middle School located at the northeast corner of Kimmie Road and 83<sup>rd</sup> Avenue has been designated Public Institutional to reflect the current use of the property.

### **1.4 Historic/Cultural Resources**

A Thurston County designated historic site, the Bush Butternut Tree located at 8400 Old Highway 99 on the Bush family homestead, is located directly adjacent and south of this area. This tree is said to be the oldest Butternut Tree in the U.S. and possibly the world. It was planted over 170 years ago by George Washington Bush and his wife Isabella. There are two additional historic register sites in the area. One at 8820 Old Highway 99 is the Bush Prairie Oregon Trail Marker and one at 1400 85<sup>th</sup>, also called the Bush Interpretative Site. There is a kiosk for historic info at the northeast corner of 88<sup>th</sup> and Old Highway 99. Development near these sites should occur in a manner that is sensitive to and preserves the historically significant area. Clustering and density transfer using a Planned Unit Development (PUD) should be considered.

### **1.5 General Commercial**

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.

### **1.6 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.

### **1.7 Light Industrial**

The southernmost portion of the Airport has a commercial and light industrial area. The areas along Old Highway 99 and in the area between 85<sup>th</sup> Avenue and 88<sup>th</sup> Avenue are comprised of retail businesses, feed stores, used car lots, various industrial uses, and a warehouse and shipping presence.

Most of the light industrial land use is comprised of warehouse-type facilities. There is potential for growth and/or redevelopment of these areas as the City grows. These areas are appropriate for industrial type uses due to their proximity to the airport and Interstate 5. When residential areas border an industrial area, landscaping screens and buffers should be utilized to minimize adverse impacts to neighboring homes.

In recent years, a number of brewers and distillers have located to new industrial developments along River Road between Old Highway 99 and 79<sup>th</sup> Avenue. Although in the early formation and planning stages, this area is being referred to as the Warehouse District. Work is ongoing in regards to directional signage for this district

as well as educating the public in regards to what the district has to offer.

## **1.8 Utilities**

A fuel/oil pipeline is located in the southern portion of this neighborhood. The Olympic Pipeline Company owns and operates this buried pipeline. The pipeline lies in an east/west direction all the way across the bottom of the Airport, roughly parallel with 88<sup>th</sup> and 89<sup>th</sup> Avenues. It also crosses Old Highway 99 and the Deschutes River. Its status is unknown but it previously supplied fuels to the tank farm at the northeast corner of Linderson Street and Tumwater Boulevard. The tank farm was removed around 2012 by the Port of Olympia, which owns the property.

Special care should be taken when designating land uses near buried pipelines. Existing residents and property owners should be reminded of the pipeline location on a regular basis and the importance of utilizing the “Call before you Dig” hotline (811). In the past, this particular pipeline has not been very noticeable on official city maps such as Future Land Use, zoning, or other maps such as Joint Plan Land Uses. To further ensure that the public is aware of the risks involved with buried pipelines, this pipeline corridor should be designated Utilities and shown on the official Land Use map for Tumwater. It should also be shown on the Official zoning map for Tumwater.

A natural gas pipeline is located in the southern portion of Tumwater and the Urban Growth Area. It traverses two neighborhoods including the Airport Neighborhood and the SW Tumwater Neighborhood. The Williams Gas Pipeline Company owns and operates this buried pipeline. The pipeline lies roughly in an east/west direction. It crosses 93<sup>rd</sup> Avenue in the vicinity of Hart Road, crosses Kimmie Road around 91<sup>st</sup> Avenue, and then continues in a westerly direction under I-5 to a natural gas gate station on the west side of I-5. From the gate station, it continues westerly towards Grays Harbor County.

Special care should be taken when designating land uses near buried pipelines. Consideration should be made to limit high-risk land uses adjacent to the Williams pipeline. Existing residents and property owners should be reminded of the pipeline location on a regular basis and the importance of utilizing the “Call before you Dig” hotline (811). In the past, this particular pipeline has not been very noticeable on official city maps such as Future Land Use, zoning, or other maps such as Joint Plan Land Uses. To further ensure that the public is aware of the risks involved with buried pipelines, this pipeline corridor should be designated Utilities and shown on the official Land Use map for Tumwater. It should also be shown on the Official zoning map for Tumwater.

### **1.9 Single Family Medium Density Residential (6-9 dwellings/acre)**

There are two areas with this designation in the neighborhood. One is a relatively large area on 93<sup>rd</sup> Avenue SW. The other area is located south of the 88th Avenue/Old Highway 99 intersection.

Approximately 120 acres of land on the north side of 93rd Avenue, west of the Melody Pines Mobile Home Park 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 west of this area, in the urban growth area. The area to the south in Thurston County is planned for rural residential development in the Thurston County Comprehensive Plan.

The other area in the neighborhood designated Single Family Medium Density is on the south side of the 88th Avenue/Highway 99 intersection. This area has historically been a large lot residential neighborhood. The 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 within the single-family medium density residential zoning district. This zone district would allow for a gradual increase in residential densities.

A buried petroleum pipeline that is parallel with and one lot north of 89th Avenue bounds the southern portion of this area. Care should be taken when locating homes near this pipeline. Adequate signage should be posted and maintained to alert residents to the location of the pipeline. Although the pipeline is now supposed to be de-commissioned, these precautions should still be followed until the pipeline is removed. See Section 1.7 *Utilities* for more information regarding this pipeline and precautions.

The Single Family Medium Density designation will provide alternative single-family housing types in the southern portion of Tumwater. 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 residential 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 portions of these areas abut areas 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 visually separate the different uses.

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

The neighborhood includes one area designated Multi-Family Residential Medium Density. It located generally south of 89<sup>th</sup> Avenue and west of Old Highway 99. This will provide alternative housing types in the neighborhood. 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 neighborhood, 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.

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 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.

## **2. BREWERY NEIGHBORHOOD**

### **1. Introduction**

- Location
- Existing land use proportions
- Surrounding land uses
- Transportation routes
- Utilities
- The brewery properties
- Environmental constraints
- Supporting plans/documents

### **2. Single Family Low Density Residential**

- Area west of Capitol Boulevard, north of Custer Way
- Area west of Cleveland Avenue, north of Roberts Road

### **3. Single Family Medium Density Residential**

- Two small clusters of properties on southwestern ends of Carlyon Avenue and Vista Street
- Small area at northeast corner of cemetery

### **4. Brewery District**

- Former Sunset Life Insurance office east of Capitol Boulevard, west of Sunset Way
- Tumwater Square area (centered in the Custer/Cleveland/Capitol Boulevard vicinity)

- Area north of Custer Way between Boston Street and Capitol Boulevard that includes the RST Cellars Building
  - Area south of Custer Way between Capitol Boulevard and Cleveland Avenue
  - Area south of C Street and north of Linwood Avenue between Interstate 5 and Tumwater Valley Drive
  - Properties south of Custer Way referred to as the Knoll, Valley and Bluff in the Community Visioning Project *Final Report for the Former Brewery Properties*
5. New Market Historic District
- Tumwater Historical Park
  - Tumwater Falls Park
  - Henderson and Crosby Houses
  - The site of the Old Brewhouse on the east side of the Deschutes River
6. Light Industrial
- Former brewery properties
7. Public/Institutional
- Cemetery east of Cleveland Avenue, south of North Street
8. Utilities
- Puget Sound Energy Olympia Brewery sub-station east of Capitol Boulevard, next to the Deschutes River, near the former brewery
9. Shoreline
- Deschutes River Valley

10. Parks/Open Space

- Coralie Carlyon Park
- Area north of Highway 101
- Tumwater Historical Park
- Tumwater Falls Park
- Area east of Capitol Boulevard, north of M Street
- Tumwater Valley Golf Course clubhouse and vicinity

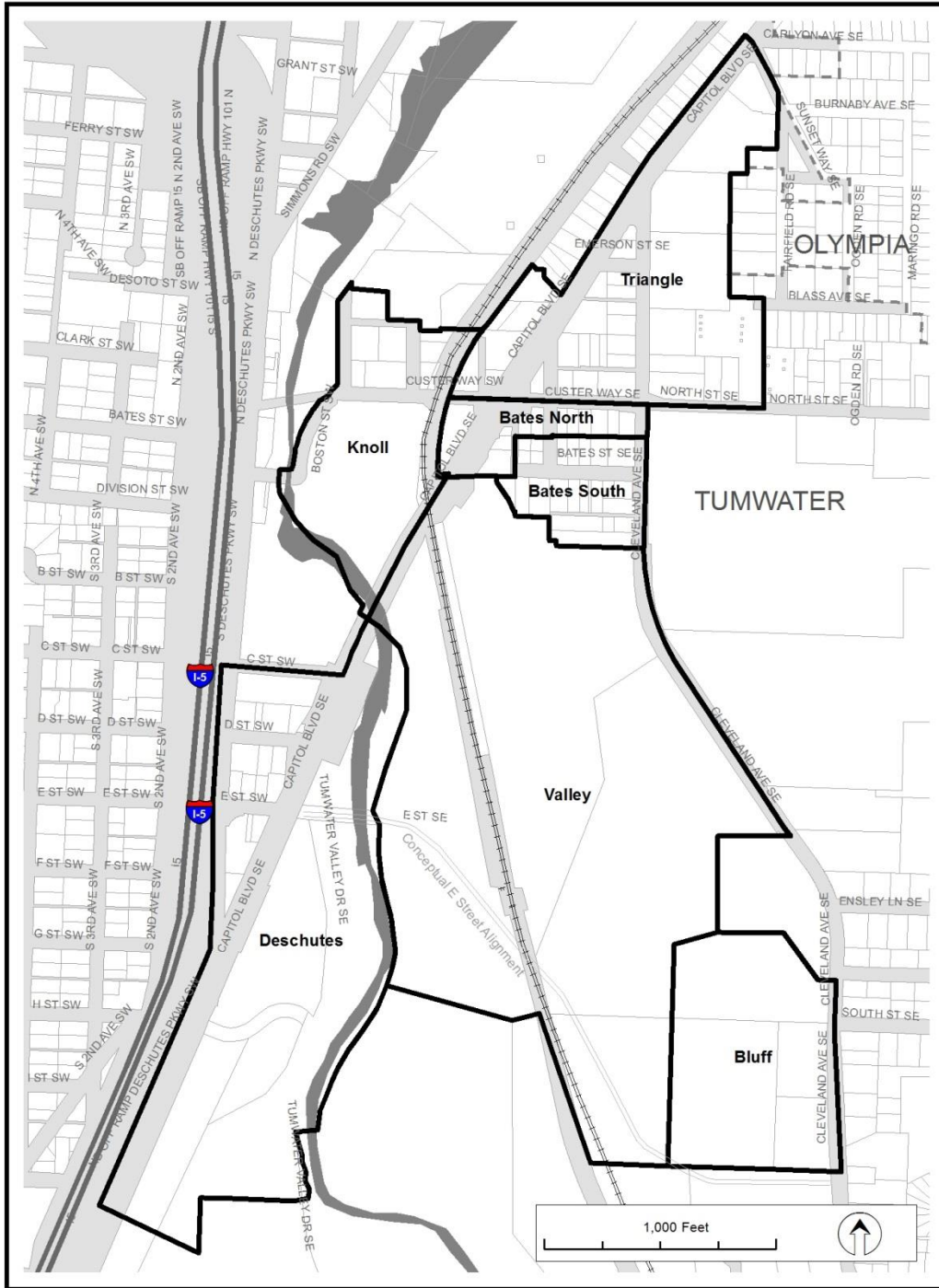
11. General Commercial

- The Valley Athletic Club Property

**NEIGHBORHOOD APPENDIX  
CHAPTER 2 - BREWERY NEIGHBORHOOD**

*Amended January 2018, O2017-024,  
January 2019, O2018-006, December 2019, O2019-004,  
and November 2020, O2020-002*

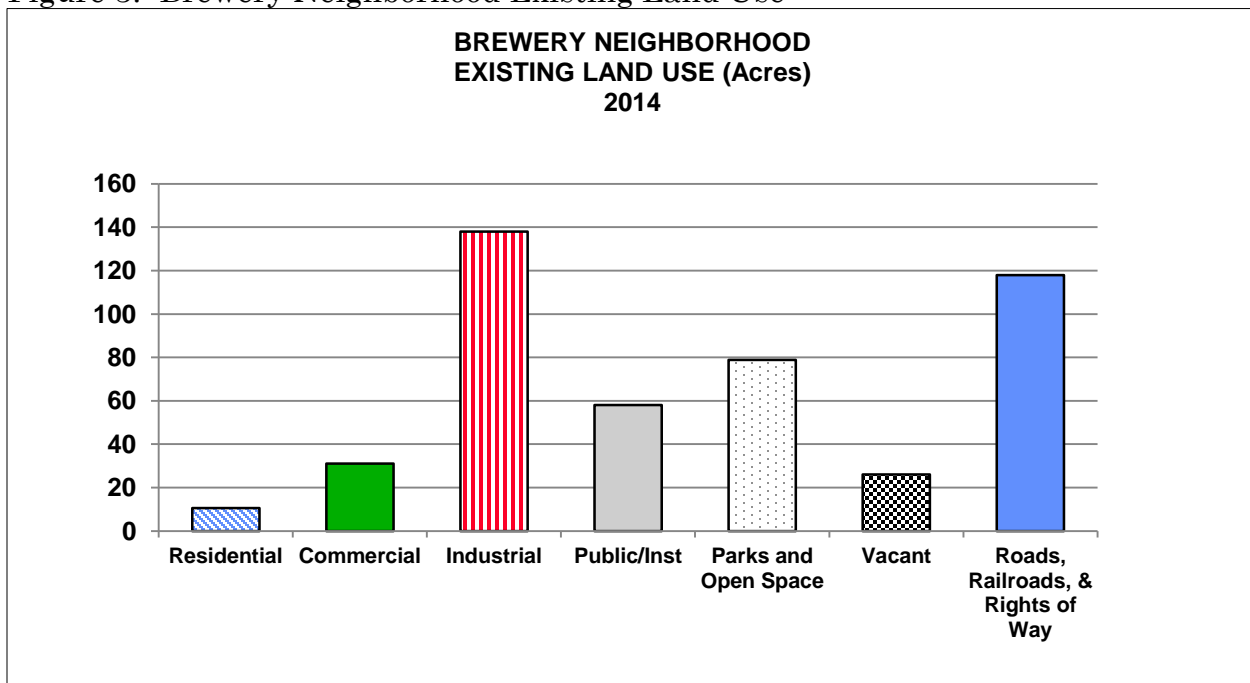
Figure 2. Brewery District Designation Subdistricts



## 2.1 Introduction

The Brewery Neighborhood is located in northeastern Tumwater. Olympia forms the northern boundary; Interstate 5 and Highway 101 serve as the western boundary; M Street is the southern boundary; and Cleveland Avenue and the cemetery form the eastern boundary. This is the oldest part of the city, and includes the site of the original settlement of the town New Market. The dominant features of this neighborhood are the Deschutes Falls and the site of the former Olympia Brewery.

Figure 3. Brewery Neighborhood Existing Land Use



Source: Thurston Regional Planning Council Buildable Lands Database – *Land Use by Planning Area*

### 2.1.1 Existing Land Use Proportions

Figure 4 illustrates the existing proportion of land uses currently located within the Brewery Neighborhood. Industrial is the most common land use in the neighborhood at 40%. The former brewery properties account for all of the uses considered industrial. Open space, at 23%, is represented mostly by areas along the Deschutes River including the northern end of the Tumwater Valley Municipal Golf Course, Tumwater Historical Park, the area north of Interstate 5 and Highway 101 at the southern end of Capitol Lake, and Tumwater Falls Park. Tumwater Falls Park is privately owned but it is open to the public. It contains a State fish hatchery and fish ladder. At 17%, the public/institutional category is comprised mainly of the cemetery

located at North Street and Cleveland Avenue. Commercial uses account for 9% of the Neighborhood and are located mainly in the Tumwater Square area, which is east of Capitol Boulevard and north of Custer and North Streets. Vacant land at 8% and residential at 3% occupy small areas of the neighborhood.

### 2.1.2 Surrounding Land Uses

To the north of the Brewery Neighborhood are Capitol Lake and Olympia. Areas east of the neighborhood consist of established residential uses in both the Deschutes Neighborhood and in Olympia. To the south are the Tumwater Valley Municipal Golf Course and Pioneer Park, both of which lie within the Deschutes River Valley. Interstate 5 and Highway 101 are the western boundaries of the Neighborhood, beyond, which are mostly single-family homes on urban sized lots in the Tumwater Hill Neighborhood.

### 2.1.3 Transportation Routes

Capitol Boulevard, a major arterial, serves as the main north/south corridor in the Brewery Neighborhood. Other major roads in this area include Cleveland Avenue, Custer Way, North Street, and Deschutes Way, which are classified as minor arterials.

A northbound I-5 off-ramp exits into the neighborhood at the Deschutes Way/E Street intersection. In addition, a northbound I-5 on-ramp is located at the north end of the neighborhood where Deschutes Way crosses underneath I-5. An entrance to northbound Highway 101 is located near the intersection of Deschutes Way and Simmons Road. Simmons Road has been closed to vehicles and is now a pedestrian route.

### 2.1.4 Utilities

Most of the Brewery Neighborhood is well supplied with water and sewer. The construction of the Valley Interceptor has resulted in improved availability of sewer service to this neighborhood, especially in areas to the south. It has also reduced the likelihood of significant damage to the sewer line due to its relocation away from the steep slopes north of Custer and west of Capitol Boulevard where large landslides have broken the lines in 1965 and 1996. However, a smaller landslide in 2008 damaged an existing sewer lift station near the Old Brewhouse.<sup>1</sup>

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<sup>1</sup> Source: Natural Hazards Mitigation Plan for the Thurston Region (2009)

The majority of the Deschutes River Valley is within an aquifer sensitive area as designated by the North Thurston Groundwater Protection Plan. The City has several wells in the valley south of the Palermo neighborhood and at the northern end of the Tumwater Valley Municipal Golf Course.

The Cities of Tumwater, Olympia, and Lacey paid for the water rights associated with the brewery before they were required to be relinquished to the State due to non-use. As a result, the three cities currently have joint ownership of the water rights including of a number of wells, tanks, properties, and other drinking water infrastructure. This infrastructure is mainly located at the southern end of the brewery properties and the northern end of the Tumwater Valley Municipal Golf Course. Approximately one third of Tumwater’s drinking water currently comes from wells in this area. As the water rights and infrastructure that were purchased from the brewery are put into use, this area will likely produce far more than half of the City’s drinking water.

#### 2.1.5 The Brewery Properties

The brewery properties include the Main Brewery south of Custer Way, the Warehouse Area east of Capitol Boulevard, the RST Cellars building on the north side of Custer Way, and the historic Old Brewhouse.

##### 1. The Main Brewery

This group of buildings was the heart of the brewery. The Main Brewery consists of the properties and buildings south of Custer Way and west of Capitol Boulevard. There are several large buildings in this area, which are quite visible from I-5, Capitol Boulevard, Tumwater Falls Park, and many other locations in the vicinity. The Main Brewery also borders natural and scenic areas such as the Tumwater Falls, Tumwater Falls Park, the fish hatchery, and the river canyon downstream.

These factors (visibility and adjacent land uses) should be taken into consideration when future land uses of the site are discussed. A thorough analysis of the possibility of reuse or replacement of the buildings would also be beneficial for discussions about future land uses at this site.

Figure 4. Main Brewery from Tumwater Falls Park, August 2010





Source: Photograph by David Ginther

## 2. The Warehouse Area

The Warehouse Area was the bottling and keg operations portion of the brewery. It is located on the east side of Capitol Boulevard. Six buildings cover an area roughly nine acres in size (~400,000 square feet). The largest of these six buildings covers almost seven acres (~300,000 square feet). All of these buildings are located within the Deschutes River Valley, which was filled in by the brewery in order to construct the buildings. The Deschutes River was straightened at the same time as well.

The State Department of Natural Resources has identified this location as an area of high liquefaction hazard. Liquefaction is the change in soil from a solid state to a liquefied state during an earthquake, which often causes severe settling and collapse of structures. In addition, a large portion of this area is within the floodplain. Seasonal flooding regularly goes well beyond the extent of the official mapped floodplain, inundating

areas all the way to the base of the valley hillsides. This has occurred during a number of floods including but not limited to 1974, 1996, 2006, 2007, and 2009. Special care should be taken when contemplating future land uses for this particular area due to the flooding and earthquake hazards.

Figure 5. 1984 Flood

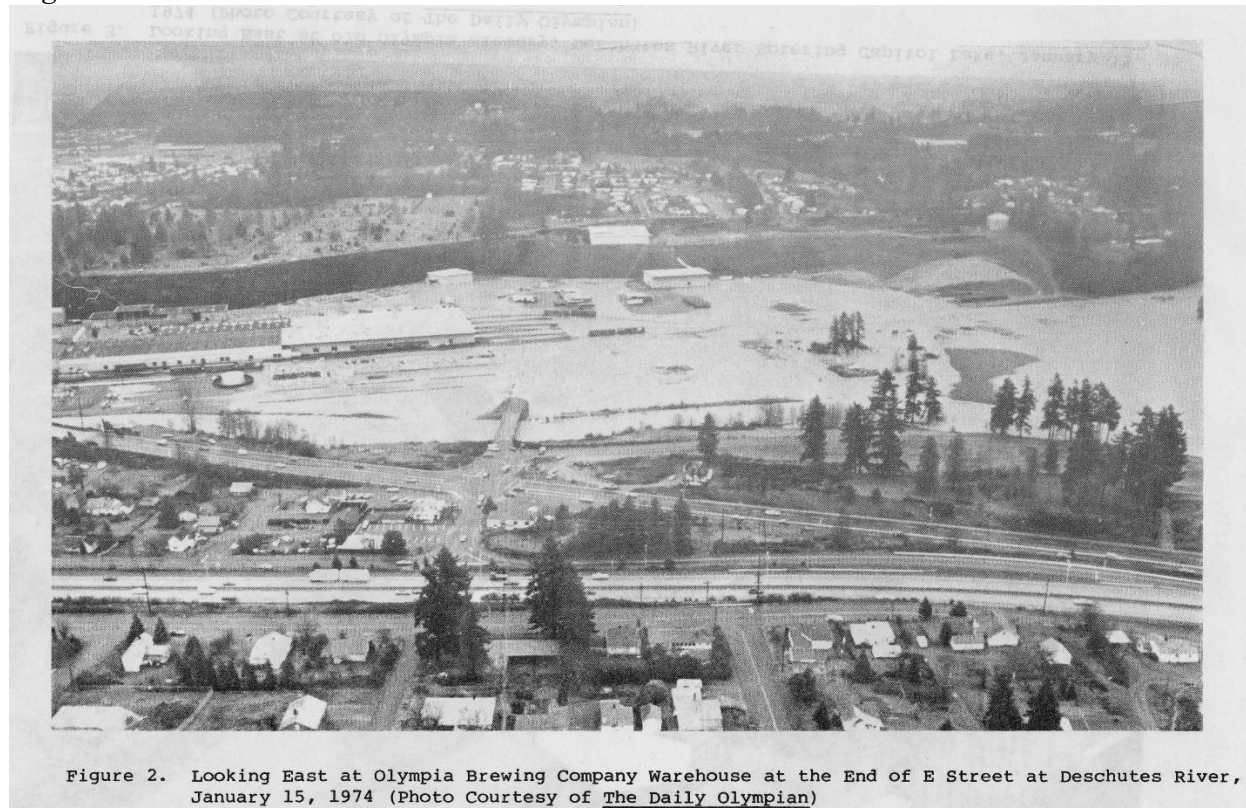


Figure 2. Looking East at Olympia Brewing Company Warehouse at the End of E Street at Deschutes River, January 15, 1974 (Photo Courtesy of [The Daily Olympian](#))

Source: Page 5 of the Flood Insurance Study for Tumwater produced by the Federal Emergency Management Agency dated April 3, 1984.

### 3. The RST Cellars Building

This building is located adjacent to the historic Schmidt House on the north side of Custer Way. The name of this building comes from the letter designations of the three fermentation and finishing cellars contained within the building (the “R,” “S,” and “T” cellars).<sup>2</sup> There are also a large number of other cellars within the Main Brewery buildings on the south side of Custer Way. This property has changed ownership

<sup>2</sup> Source: Paul Knight-Former Olympia Brewmaster. Interviewed by Carla Wulfsburg August 5, 2010.

several times since the brewery closed and is currently under different ownership than the rest of the brewery properties. In 2006, one of the previous owners removed the fermentation tanks from the building. In doing so, the back wall of the building had to be removed. The building is still missing its back wall.

Figure 6. RST Cellars building August 2006



Source: Photo by John Darnall

#### 4. The Old Brewhouse

In 1906 the Olympia Brewing Company, owned by Leopold Schmidt, completed construction of what is now called the "Old Brewhouse." This iconic six-story structure was designed in a simplified Italianate style. The red brick building incorporated arched windows, bracketed cornices, Tenino sandstone facing and trim, and the signature square central

tower crowned with a copper roof. The Old Brewhouse served as the proud centerpiece of the Schmidt family brewing operation until Prohibition began in Washington in 1916.

Figure 7. Olympia Brewing Company Brewhouse c. 1910



Source: Photo courtesy of Henderson House Museum, Tumwater - HHM #150

Notes: In this photograph, the 1896 Capital Brewing building can be seen to the left of the “Old Brewhouse.”

Tens of thousands of people see the Old Brewhouse every day from Interstate 5 and it is one of the community's most iconic structures. It has influenced the design of many new buildings in the region including Tumwater's City Hall, Fire Station, and the Library. The importance of the structure was recognized in 1978 when the property was placed on the National Register of Historic Places. For specific recommendations regarding Plans for this structure, refer to the *New Market Historic District Master Plan* (1993), the *Old Brewhouse Long Range Plan* (1996), the *Old Brewhouse Environmental Site Assessment* (1997), and the *Old Brewhouse Estimated Market Value Report* (1997). In 2016, the City of Tumwater acquired title to the Old Brewhouse tower and it is in the process of developing a plan for preservation of this

iconic structure.

### 2.1.6 Environmental Constraints

Nearly all of the Tumwater valley is a floodplain for the Deschutes River, and consequently is very unsuitable for any but the lowest intensity of development. It is subject to frequent flooding and seasonal high water tables. Its rich, alluvial soils, although excellent for agricultural purposes, present severe limitations for roads, buildings, and septic tanks. Moreover, the underlying geology contributes to severe settling problems. The hillsides along the edge of the valley are generally steep and unstable, with the same soil limitations as the valley.

The State Department of Natural Resources has mapped areas of potential slope instability within the Brewery Neighborhood. Areas south of Bates Street and west of Cleveland Avenue are subject to very steep slopes that all but preclude any type of development in these areas. Structures located in such areas may experience settlement sufficient to cause failure.

There have been a number of landslides within this neighborhood. A slide in 1902 demolished several of the brewery buildings that were located east of the Old Brewhouse.<sup>3</sup> Slides in this same area have also occurred in 1965, 1996, 2001, and 2008 and have caused significant damage, mainly to infrastructure such as sewer lines.<sup>4</sup> The slides in 1965 and 1996 both ruptured main sewer lines resulting in untreated wastewater flowing directly into the Deschutes River and Capitol Lake.

After the 2001 Nisqually earthquake, the State Department of Natural Resources mapped liquefaction hazard areas in Tumwater. The entire river valley southeast of Capitol Boulevard has been identified as an area of high liquefaction hazard. Aerial photos from the 1930s and the early 1950s<sup>5</sup> show that the area where the brewery warehouses are now located was once part of the Deschutes River channel. The river was relocated, the area filled, and the warehouses were built on top of the fill.

Special care should be taken when examining potential land uses within this area. The Tumwater section of the *Natural Hazards Mitigation Plan for the Thurston Region* should be referenced for more information regarding natural hazards, including landslides and liquefaction, within this area. The *Natural Hazards Mitigation Plan* also includes maps of steep slopes and liquefaction hazards as well

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<sup>3</sup> Source: 75<sup>th</sup> Anniversary Olympia Brewing Company Booklet (~1971)

<sup>4</sup> Source: *Natural Hazards Mitigation Plan for the Thurston Region* (2009)

<sup>5</sup> Source: Henderson House Museum Collection No. 78 and No. 80

as documentation regarding landslides within this neighborhood.

There are additional environmental constraints throughout the neighborhood including high groundwater flooding areas on the southern portion of the brewery properties and near the Old Brewhouse, riparian habitat areas along the Deschutes River, and shoreline areas throughout the length of the river and along the southern portion of Capitol Lake. Impacts to these sensitive areas should be considered when proposing future land uses within this neighborhood.

### 2.1.7 Supporting Plans/Documents

#### 1. Shoreline Master Program

The Shoreline of the Deschutes River is a shoreline of the state and is subject to the requirements of the Shoreline Master Program. The purposes of the Shoreline Master Program are to:

- A. Guide the future use and development of Tumwater’s shorelines in a positive, effective, and equitable manner consistent with the State Shoreline Management Act of 1971 (Revised Code of Washington (RCW) 90.58) as amended;
- B. Promote the health, safety, and general welfare of the community by providing long range, comprehensive policies, and effective, reasonable regulations for use and development of Tumwater shorelines;
- C. Ensure, at minimum, no net loss of shoreline ecological functions and processes;
- D. Plan for restoring shorelines that have been impaired or degraded in the past; and
- E. Adhere to the policies contained in RCW 90.58.020 for shorelines of the state.

2. *Brewery District Plan (2014)*

The *Brewery District Plan* envisions the transformation of a largely auto-oriented commercial area that incorporates Capitol Boulevard, Cleveland Avenue and Custer Way between Carlyon Avenue and E Street into a lively, walkable, and economically vibrant neighborhood center with a mixture of housing and neighborhood-serving businesses. The *Brewery District Plan* provides detailed guidance for future land uses, multi-modal transportation improvement projects, and development in both the public and private realms within the district. The district plan should be consulted and referenced along with this chapter of the Land Use Element Appendix.

3. *Strategic Plan (2010)*

The *Strategic Plan* has goals and action strategies for the brewery property and vicinity. Goal #2 of the *Strategic Plan* is to create dynamic and vibrant places for residents and visitors, one of these places being the brewery area. The following excerpt details the vision for the area:

*The vision for this key community opportunity is a dynamic, highly utilized public space with commercial, residential, and community gathering uses. Given its setting, the property has potential to serve as a regional draw, perhaps featuring destination-retail, or entertainment uses.*

The first step for the brewery vicinity is to define the area. The plan outlines the area to be considered the Brewery Neighborhood in the following excerpt:

*While much of the old Tumwater was removed by the construction of I-5, the area around the Brewery property contains the remnants of the old downtown and looks and functions like a historic core for the City. Called the Brewery Neighborhood, it is the area generally bounded by 2nd Avenue, the cemeteries on Cleveland Avenue, Historical Park, and M Street. The area provides a mix of commercial, office, retail, restaurant, residential, and civic uses and draws both freeway activity as well as activity from the City's Old Town Center facility, the Tumwater Square retail area that is anchored by Safeway, the regional cemeteries, and the close proximity to Olympia.*

The catalyst for creating a dynamic and vibrant Brewery Neighborhood is the redevelopment of the brewery properties as described in the following *Strategic Plan* excerpt:

*Redevelopment of the brewery site would result in significantly greater employment and intensity of activity in the area. The neighborhood provides opportunities for mixed use development, additional commerce, investment in civic infrastructure for gathering places and pedestrian improvements, entertainment uses, pedestrian-oriented development, and preservation of the remaining historic center of the city.*

The plan gives the following guidance regarding land uses and land use planning within the neighborhood:

*Given the challenges of the site, however, the City adopts a flexible approach to future uses on the site, with the clear restriction of uses such as pure heavy industrial or warehousing that would squander the property's potential. Key strategies include immediate reconsideration of zoning to prohibit undesirable uses, engaging proactively to assist the property owner in marketing the site, establishing an integrated plan connecting the brewery properties to adjacent areas, and potentially assisting development through public infrastructure investment or creative partnerships. All of these efforts should be designed to facilitate the use of this extraordinary site in ways befitting its history and potential.*

In 2010, Tumwater was able to utilize federal grant money via the Thurston Regional Planning Council to conduct a visioning process for the brewery properties. This process resulted in the adoption of a subarea plan for the Brewery Neighborhood, a step in implementing the recommendations of the *Strategic Plan*. The *Strategic Plan* should be referenced for further recommendations in this neighborhood.

4. Economic Development Element

*The Economic Development Element* was adopted in 2010 and it replaced the previous element, which was adopted in 1990. This element contains specific guidance and direction for land use planning within the



Brewery Neighborhood.

The element gives the following guidance specifically for the brewery properties located west of Capitol Boulevard, such as the Main Brewery and the RST Cellars Building:

*The parcels west of Capitol Boulevard on the north and south sides of Custer Avenue hold the possibility of a retail, entertainment, or cultural destination, as well as office or residential uses... The location along and overlooking the Deschutes River, with high visibility from the freeway and close proximity to the City's Historic District, makes this a very unique economic and community development opportunity.*

The element gives the following guidance specifically for the brewery properties located east of Capitol Boulevard, such as the Warehouse Area:

*The parcels East of Capitol Boulevard have the potential to once again serve as a center of light industrial employment. The City will encourage appropriate uses that benefit from rail access, contribute to the community's employment base, and coexist with nearby residents.*

*The site's environmental characteristics will affect redevelopment opportunities in this area, particularly on land between the railroad track and Capitol Boulevard as this area is entirely within the established 100-year floodplain. Existing City zoning regulations do not allow new structures within the 100-year floodplain.*

*The area between Capitol Boulevard and the railroad track is also within shoreline jurisdiction of the City's existing and proposed Shoreline Master Program, and is subject to the City's fish and wildlife habitat protection standards. It is likely that shoreline restoration/vegetation enhancement and a riparian habitat buffer will be required in this area when redevelopment of the property occurs, consistent with the City's Draft Shoreline Master Program and adopted critical areas ordinance.*

*Property east of the railroad track is to a lesser extent also*

*impacted by the environmental restrictions noted above. Winter storms have on occasion resulted in flooding of the Deschutes River across the river valley easterly to the toe of the bluff, well beyond the 100-year floodplain boundary. Flooding occurred most recently in December 2007 and January 2009 and should be a consideration in determining appropriate uses for this area.*

The element gives the following guidance specifically for the brewery properties located adjacent to Cleveland Avenue, which is the southeastern portion of the Warehouse Area:

*Five former brewery properties are located west of Cleveland Avenue on the bluff above the Deschutes River Valley. Existing zoning for four of the parcels is Light Industrial. The southernmost parcel is zoned Single Family Low Density Residential. The two largest parcels are approximately five and six acres in size and contain well fields and a water reservoir. These parcels were recently purchased by the cities of Olympia, Lacey, and Tumwater for their water rights. Two one-acre parcels are located adjacent to Cleveland Avenue and are undeveloped. Given the proximity of residential uses, this Plan recommends zoning changes that would prohibit incompatible uses in this area.*

The element gives the following guidance specifically for the Old Brewhouse:

*The historic brewery complex was built beginning in 1905 across the river from the residential center of early Tumwater. In 1921, the brewery closed and the site was sold. The Olympia Brewery purchased the site in 1965 for storage, and the structure has remained in private ownership since that time. This plan and the Strategic Plan recommend the City to continue to explore strategies to acquire and stabilize the Old Brewhouse, and to seek public/private partnerships for its rehabilitation.*

The Economic Development Element should be referenced for further recommendations in this neighborhood.

5. Transportation Element

The 2025 Transportation Element incorporated the results and

recommendations of a traffic study done for the brewery vicinity, which was called the *Cleveland Avenue/Custer Way Strategy Area Transportation Plan*. The main improvement suggested for the brewery vicinity is the E Street extension. The building of this road would connect Capitol Boulevard with Cleveland Avenue via E Street. This new road would cut across the river valley and across the southern portion of the warehouse area of the brewery before climbing the hill to Cleveland Avenue. The study determined that this was one of the ways to improve transportation within the brewery vicinity. The 2025 Transportation Element should be referenced for further information. This project has also been incorporated into the *Capital Facilities Plan* (2010-2015) and the *Transportation Improvement Plan* (2011-2016).

6. *1992 Railroad Right-of Way Preservation and Use Strategy for the Thurston Region*

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

7. *Parks, Recreation, and Open Space Plan (Element)*

The Parks, Recreation, and Open Space Plan (Element) has goals for the future of the Old Brewhouse including acquisition and rehabilitation, among others. Some of the more extensive goals for redevelopment the Old Brewhouse, as listed in the Parks, Recreation, and Open Space Plan (Element), will face some large hurdles in regards to infrastructure, topography, environmental, and financial issues. Parks, Recreation, and Open Space Plan (Element) should still be referenced in regards to goals for possible future acquisition and redevelopment of the Old Brewhouse site.

8. *New Market Historic District Master Plan*

The *New Market Historic District* includes Tumwater Historical Park, the Henderson House, the Crosby House, Tumwater Falls Park, and the site of the Old Brewhouse on the east side of the Deschutes River. The center point of this area is the Old Brewhouse. The *Historic Master Plan*

includes input from the public and experts in the field of historic area design, elements or provisions addressing aesthetics, vegetation, fish and wildlife habitat, historic and prehistoric archeological significance, public access, environmental sensitivity, architecture and community design, traffic, and public education.

The *New Market Historic District Master Plan* is sufficiently detailed to determine whether specific proposed structures, uses, and structural revisions are acceptable and appropriate in the district. All development that occurs in the area designated New Market Historic District would be subject to the standards and recommendations of the Historic Master Plan. The *New Market Historic District Master Plan* should be referenced for specific land use recommendations in this area.

Currently there are 12 structures or places within the Brewery Neighborhood that are on local, state, or national historic registers. These include the following:

1. The Old Brewhouse
2. Crosby House Museum
3. Henderson House Museum
4. Schmidt House
5. Whiting House
6. Anderson House
7. Flagg House
8. Lila Orff House
9. Blanchard House
10. Capitol Boulevard Bridge over the Deschutes River
11. Lower Custer Way Bridge (Boston Street Bridge)
12. Tumwater Historic District

## 2.2 Single-Family Residential Low Density

The row of homes along the west side of Capitol Boulevard north of Custer Way should remain in a Single-Family Low Density designation to reflect the current use of the area and to preserve and protect these homes. Three of the homes in this row of residential structures are currently on the historic register. These include the Anderson, Whiting, and Flagg houses.

Besides the properties along the northern portion of Capitol Boulevard, there are only two other properties within the Brewery Neighborhood with the Single Family Residential Low Density designation. These two vacant properties, totaling approximately five acres, are located north of Roberts St. and west of Cleveland Avenue. The larger of these two properties, which fronts on Cleveland Avenue, is City owned. These properties are adjacent to both the single-family neighborhood to the south and the industrial designated properties of the brewery to the north. The future E Street connection to Cleveland Avenue may be located in this general area.

## 2.3 Single-Family Residential Medium Density

There are very few properties within the Brewery Neighborhood with the Single Family Residential Medium Density designation. There is a small area adjacent to the northeast corner of the cemetery that has this designation. However, it appears these properties are owned by either the cemetery or organizations associated with the cemetery. At some point in the future, the land use designation for these properties should be evaluated to determine if a change to the Public/Institutional designation would be appropriate.

The only other properties in the neighborhood with this designation are several homes located at the west ends of Carlyon Avenue and Vista Street near Fairfield Street. These lots are directly adjacent to other similar residential lots that happen to be in Olympia. These lots should remain with the Single Family Residential Medium Density designation in order to protect the quiet residential atmosphere, promote neighborhood stability and continuity, and maintain consistency with the adjacent well-established residential neighborhood.

## 2.4 Brewery District

The Brewery District designation has been applied to the area identified on the Brewery Neighborhood Future Land Use Map and in Figure 3. The designation is based on the *Brewery District Plan* adopted by the City Council in 2014. A Brewery

District Zone will be created that consists of seven subdistricts. Zone district design and development standards will transform the Brewery District over time from a largely auto-oriented commercial node, into a lively, walkable, and economically vibrant neighborhood center with a mixture of housing and neighborhood-serving businesses in accordance with the goals and objectives of the Brewery District Plan. Additionally, the Brewery District Zone is intended to provide for a mix of uses within the former brewery properties consistent with the Economic Development Element, *Strategic Plan*, and the *Final Report for the Community Visioning Project for the Former Olympia Brewery*.

**Knoll.** The location overlooking the Deschutes River, with high visibility from the freeway and close proximity to the historic district, makes this a unique economic and community development opportunity. A mixture of uses is desirable to create a vibrant sense of place that appeals to pedestrians and creates a community focal point for Tumwater and the surrounding area. A broad mix of uses should be allowed in this subdistrict, including but not limited to retail, personal and professional services, restaurants, educational, entertainment, lodging, and residential.

**Valley.** Existing industrial buildings located adjacent to rail access make this area ideal for light industrial uses that do not create compatibility issues with other land uses, and the kinds of commercial uses that are most appropriately located as neighbors of industrial uses.

**Bluff.** Vacant land overlooking the valley and in close proximity to residential development to the south and east makes multifamily residential a possibility. A minimum net density of ten units per acre should be applied to promote the efficient use of land and to provide a density pattern that will support public transit in the long term.

**Triangle.** Given its proximity to surrounding residential neighborhoods and the former brewery properties, excellent transit service, and its visibility and access from Interstate 5 and major urban corridors, the Triangle has the potential to transform into a highly pedestrianized neighborhood center with a broad mixture of uses, including medium-density housing, and community-serving commercial uses. New development in the Triangle should be a mixture of uses with buildings up to five stories in height. Active ground floor uses should be encouraged that engage the sidewalk, particularly along Cleveland Avenue “Main Street.”

**Deschutes.** Referred to as the South Focus Area in the *Brewery District Plan*, this subdistrict benefits from excellent freeway access as well as high volumes of pass-by traffic, which may increase upon completion of the E Street extension, and consequently, this area may experience increased development pressure in the future. Given its relative isolation from surrounding residential areas and the remainder of the Brewery District, new development in the Deschutes Subdistrict will likely remain dependent upon automobile access for its success. Such new development may include a mixture of office and retail uses, as well as housing, which may be desirable adjacent to the park.

Design and development standards should improve the character of development in this area as well as the appearance of this important gateway into the Brewery District, with a focus on decreasing the visibility of surface parking areas and improving building frontage conditions along key rights-of-way. This subdistrict extends further south than the South Focus Area depicted in the *Brewery District Plan*. The extension of this subdistrict to Linwood Avenue ensures that land on both sides of Capitol Boulevard at this southern gateway into the Brewery District will be developed in accordance with consistent development and design standards.

**Bates Neighborhood North.** Referred to as the Bates Neighborhood Periphery in the *Brewery District Plan*, development located in this subdistrict should create a transition between the small-scale, residential character of development in the Bates Neighborhood South and the higher-intensity commercial area in the Triangle and along Capitol Boulevard. Buildings may provide commercial-style elements and site development patterns, including large ground-floor windows, articulated architectural bays, and masonry facades, and may reach up to four stories in height.

**Bates Neighborhood South.** Referred to as the Bates Neighborhood Interior in the *Brewery District Plan*, new development in this subdistrict should reflect and be compatible with the detached, single-family structures currently seen in this area. While uses within these structures may be commercial or residential, buildings in this area should continue to be residential in character, mirroring not only surrounding building heights, but also providing site development and building design elements, including setbacks, landscaping, building materials, and architectural elements, that are consistent with the surrounding residential character. New development should be limited to a maximum height of three stories.

## 2.5 New Market Historic District

The New Market Historic District designation has been applied to the area including the Tumwater Historical Park, the Tumwater Falls Park, and the site of the Old Brewhouse on the east side of the Deschutes River. All development that occurs in this area should be subject to the standards and recommendations of the *New Market Historic District Master Plan*.

## 2.6 Light Industrial

A 4.5-acre parcel on west side of Cleveland Avenue has historically been used for office-related light industrial uses. The Light Industrial designation will allow these uses to continue.

## 2.7 Public/Institutional

The area east of Cleveland Avenue and south of North Street is a large cemetery complex. It is well maintained, provides much needed open space, and it is a valuable cultural and historical resource for Tumwater. The designation of Public/Institutional supports the continued use of this area as a cemetery.

There are a few small properties associated with the cemetery located at the northeast corner of the cemetery. These properties do not have the Public/Institutional designation. In the future, a change in land use designation should be considered for these properties to make their current land use consistent with their land use designation.

## 2.8 Parks/Open Space

Several developed parks and open space areas in the Brewery Neighborhood are within the jurisdiction of the City's Shoreline Master Program. These include:

- Tumwater Historical Park – A 17-acre public park on the western shore of the south basin of Capitol Lake.
- Tumwater Valley Municipal Golf Course – An eighteen hole golf course open to the public, with a driving range, pro-shop, and restaurant. The golf course also doubles as a well field for municipal drinking water wells.

There is a small triangular parcel of land west of Sunset Way and east of Fairfield



Road that is owned by the City and provides community open space. This parcel should be preserved as open space in the form of a park. According to Tumwater Ordinance #329 (April 6, 1954), Mr. Fred Carlyon donated this small triangular parcel of land to Tumwater. The donation and the ordinance both specified that the property be donated to be used as a park. It was also specified that the property would be known and designated as Coralie Carlyon Park. The last requirement was that Tumwater would not erect or authorize the erection of any utility poles on the property.

The area north of Highway 101 and south of Deschutes Parkway consists of heavily wooded steep slopes. Due to its topography and isolation, uses other than open space would not be viable in this area. This area should continue to be preserved and protected as open space. The Parks/Open Space designation best achieves this goal.

The *New Market Historic District Master Plan* and the Parks, Recreation, and Open Space Plan (Element) should be referenced for specific recommendations and policies for parks and open space in areas that are under shoreline jurisdiction.

The property to the west of the Deschutes River and east of Capitol Boulevard, lying south of extended E Street and north of M Street, is situated on a bluff overlooking the Deschutes River and the former brewery warehouse area. This area would be appropriate for parks and open space such as the proposed regional stormwater facility. The parks/open space designation for this area would also help to protect the critical areas that cover the property.

## **2.9 General Commercial**

The 8.63 Acres at the southern terminus of Tumwater Valley Drive SE and the surrounding area have been used historically for commercially related uses. The General Commercial designation will allow these uses to continue.

### 3. BUSH PRAIRIE NEIGHBORHOOD

#### 1. Introduction

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

#### 2. Residential/Sensitive Resource

- Swamp Lake on 73<sup>rd</sup> Avenue

#### 3. Single-Family Low Density

- Area west of Henderson Boulevard north of the BPA lines
- Tumwater Boulevard
- 65th Avenue and Deschutes River Highlands
- East side of Henderson from vicinity of 68th to around 73rd Avenue
- Arab Drive, Park Ridge, Deschutes Ridge, Deschutes Heights

#### 4. Single-Family Medium Density

- 65th Avenue
- Trails End Drive
- Tumwater Boulevard

5. Multi-Family Medium Density
  - Henderson Boulevard and the Bonneville Power Administration transmission lines
  - Henderson Boulevard and 73rd Avenue
  - Bridlewood Subdivision on south side of 79th Avenue
6. Neighborhood Commercial
  - Tumwater/Henderson Boulevard vicinity
7. General Commercial
  - Trails End Arena complex on 79th Avenue
8. Light Industrial
  - Historic Bush family homestead at 8400 Old Hwy 99
  - Properties north of Swamp Lake between 73rd Avenue and Tumwater Boulevard
9. Parks/Open Space
  - Lake Susan
  - Trails End Lake
  - Deschutes Valley
  - Swamp Lake on 73rd Avenue
10. Shoreline Environment
  - Munn Lake
  - South side of Deschutes River, west of Henderson Boulevard
11. Utilities

- Bonneville Power Administration transmission lines near 65<sup>th</sup> Avenue

### **3.1 Introduction**

The Bush Prairie Neighborhood is located in the southeastern area of Tumwater. The eastern, northern, and southern boundaries of the neighborhood are marked by the Deschutes River and adjacent greenbelt and open space. The western boundary is generally the back of the industrial areas along Old Highway 99.

The Neighborhood is named after George Washington Bush, an American pioneer and one of the first multiracial Irish and African-American settlers in what would later become the state of Washington. The original Bush Prairie homestead, settled in 1845, is located in the southwest corner of the neighborhood. The site is accessed by 84<sup>th</sup> Avenue SE and the current property owners operate a small community supported agriculture farm.

This neighborhood, part of one of the largest annexations in the City’s history, was added in January 2016. The annexation added approximately 16% or 3,000 people to the total population of Tumwater.

Bush Prairie Neighborhood is primarily single family residential. The southern and eastern portions of the neighborhood include several large subdivisions built in the last three decades. These areas tend to have the typical winding suburban streets combined with cul-de-sacs. The central and northwestern portion of the neighborhood is relatively under-developed. As water and sewer are extended into these areas, the area will likely change significantly and transition to more of a suburban/urban density and style of development.

The neighborhood contains approximately 13 miles of streets and roads. Arterial street access routes include Old Highway 99, Henderson Boulevard, 73<sup>rd</sup> Avenue SE, Tumwater Boulevard, and 79<sup>th</sup> Avenue SE. North-South street connectivity is limited in this neighborhood with Henderson Boulevard providing as the primary route. There are numerous opportunities for path and trail connectivity to improve overall circulation in the area.

Tumwater already provides water service to the majority of the developed parcels in the area. As of 2016, there are approximately 1,000 City water service customers within the neighborhood. About half of the water customers also have City sewer services. The areas that utilize on-site septic systems include the under-developed

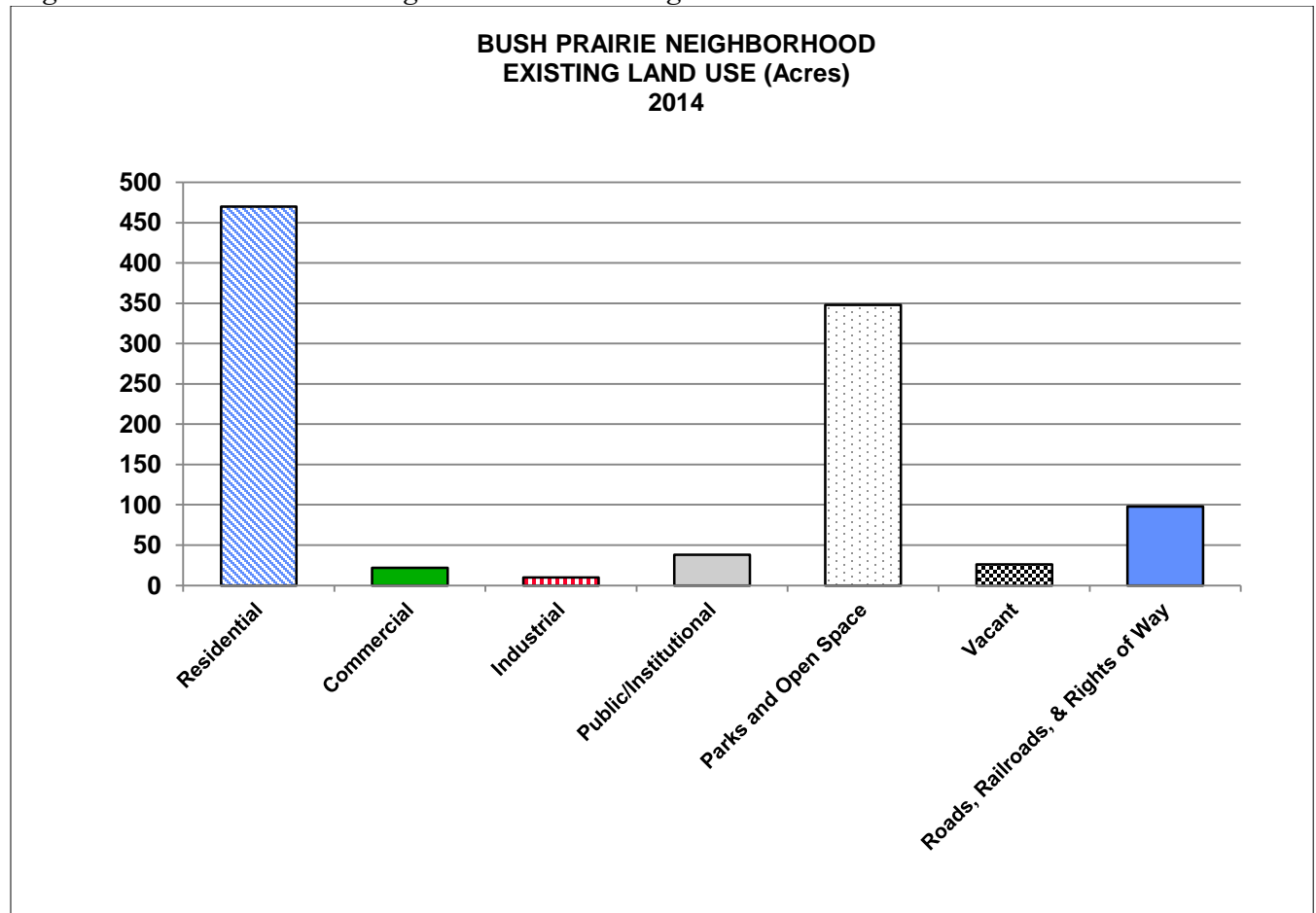
Figure 8. George Washington Bush



portion of the neighborhood in the central and northwest portion as well as some of the older residential subdivisions such as the aptly named Bush Prairie subdivision located on Arab Drive.

Because this area is part of the Deschutes River Watershed, the *Thurston County On-Site Sewage Management Plan* adopted in 2014 recommended that the area be included in a designated sensitive area and considered for designation as part of a marine recovery area. The majority of the neighborhood is considered to be within a critical aquifer recharge area. The neighborhood also contains several lakes including Munn Lake, Lake Susan, Trails End Lake, and a shallow water body historically called Swamp Lake on 73<sup>rd</sup> Avenue.

Figure 9. Bush Prairie Neighborhood Existing Land Use



### **3.2 Residential/Sensitive Resource**

One portion of this neighborhood that has been designated Residential/Sensitive Resource surrounds a pond known as Swamp Lake, which is located just south of 73rd Avenue and east of Bonniewood Road. A stream and associated wetland system runs northward from Swamp Lake, eventually connecting to the Deschutes River. This designation is appropriate to ensure the protection of the sensitive environmental resource present in this area and because the current lack of sewer service within the Swamp Lake vicinity.

### **3.3 Single-Family Residential Low Density**

The developable portion of this neighborhood is primarily Single-Family Low Density Residential. The Eastside Annexation Report generated by Tumwater found that given the number of platted lots awaiting construction, it is reasonable to project that approximately 200 more residences could be constructed in the Bush Prairie Neighborhood in the near future within five years. The majority of these will be built within two subdivisions: the Deschutes River Highlands and Deschutes Heights. There are approximately 150 vacant lots in these two subdivisions.

Several areas within the eastern subarea are suitable for the Single Family Low Density Residential designation because of existing development patterns, natural and physical constraints, and consideration of Olympia Regional Airport operations. Currently the general core of the neighborhood is designated Single Family Low Density Residential with the exception of the Trails End Lake which is a private religious camp and is designated Parks/Open Space.

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.

An area near Monaco Drive and Tumwater Boulevard is also designated for single-family residential development. Portions of this area contain wetlands associated with a stream, which flows into the Deschutes River. A low-density residential designation is appropriate in this general vicinity due to the existing land use pattern, the proximity to sensitive areas, and the nearby Airport approach zones, which are west of this area.

Other areas designated Single Family Low Density Residential include the following:

1. The area on both sides of Munn Lake including the Deschutes River Highlands subdivision, which has over 300 lots;
2. The Bush Prairie subdivision along Arab Drive located west of Trails End Drive; and
3. The subdivisions of Park Ridge, Deschutes Ridge, and Deschutes Heights, which all border the river and the bluff along the river.

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.

### **3.4 Single Family Medium Density Residential**

Three areas have been designated Single Family Medium Density Residential. One is located near the intersection of Henderson Boulevard and 65<sup>th</sup> Avenue, another near the intersection of Trails End Drive and Arab Drive, and the last one is on Tumwater Boulevard.

The two areas located on Henderson Boulevard and 65th Avenue and Trail's End Drive and Arab Drive 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 of light industrial development. Landscaping, screening, and buffering shall be required to protect the residential development from possible adverse impacts and to separate the different uses visually. In situations such as this, careful placement of required open space areas should also be utilized to help minimize impacts between incompatible uses.

The area along Tumwater Boulevard is currently undeveloped but is adjacent to the Airport approach zones 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 floodlights, 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.

### **3.5 Multi-family Medium Density Residential**

There are three areas with this land use designation in the neighborhood. The first one is in the north and is ten acre undeveloped property on Henderson Boulevard abutting the Bonneville Power Administration transmission lines. This property is adjacent to the Thunderbird Village Mobile Home Park on the west.

A second 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. A Community Development Block Grant is currently being used to extend these services to an apartment complex in this area. The complex is owned by the Thurston County Housing Authority. It is expected that this area will transition into multi-family residential development in the future, especially due to the recent sewer and water service extension into this area.

During an annexation on Durell Road that occurred in the mid-2000s the City Council directed staff to integrate a requirement for a connection between Durell Road and Henderson Boulevard into the Comprehensive Plan. The county was unable to do general updates to the Joint Plan since that time, however, the area was been annexed on January 1, 2016 and the issue can be addressed in the neighborhood chapter.

The possible location for this road connection could be at the southern eastern most property in the area designated Multi-Family Medium Density on Henderson Boulevard. The connection could be between the end of Durell Road and Henderson. It could also help to provide on-street parking as well as a larger separation of uses between the future multi-family and the adjacent industrial use, which is currently a storage facility. This connection would also help with access for the other homes and businesses on Durell road, which at times can have difficulty accessing Old Highway 99 due to traffic volumes and higher speeds.

A third 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/commercial to the north, and low-density residential to the east and south. Originally this was a 37 acre property that was intended for a mix of apartments and single family homes to provide a transition from the light industrial designation to the lower density residential areas, hence the Multi-Family Medium Density designation and zoning. However, in 2001 Thurston County enacted a six-month interim rezone for the site. The action changed the zoning for the site from Multi-Family Medium Density (9 - 15 Dwelling Units/Acre) to Single Family Medium Density (6 - 9 Dwelling Units/Acre) which allowed the developer to vest entirely with single-family homes (TC Ordinance #12544). As a result, the site was fully built out in the early 2000s without the intended density or variety of housing as previously envisioned.

A Thurston County designated historic site, the Bush Butternut Tree located at 8400 Old Highway 99 on the Bush family homestead, is located directly adjacent and south of this area. This tree is said to be the oldest Butternut Tree in the U.S. and possibly the world. It was planted over 170 years ago by George Washington Bush and his wife Isabella. Development near this site should occur in a manner that is sensitive to and preserves this historically significant area. Clustering and density transfer using a Planned Unit Development should be considered.

Figure 10. Bush Family Home



The southern tip of this third area is within the approach zone for the Olympia Regional Airport's east-west runway. Protection of this airspace is vital to the continued operation of the Airport and to prevent development that is incompatible with Airport operations. This is for both the safety of the members of the community as well as for ensuring a community asset such as the Airport is protected. To ensure that new residents of this area are aware they are close to an Airport and protect public health and safety, the City's Airport Overlay Zone should apply within this area. New residential development should be constructed using noise abatement measures to mitigate noise from aircraft.

Where multi-family residential development abuts the commercial or light industrial, landscaping, screening, and buffering should be used to protect the residential development from possible adverse impacts and to separate the different uses visually. Multi-family development should be subject to specific multi-family urban design standards, which would assure compatibility of the development with the surrounding neighborhoods.

These areas will provide alternative housing types in the neighborhood. Providing for a variety of housing options will help enable citizens of various income levels to

find appropriate housing in the Tumwater area. These areas are located in close proximity to possible job centers along Old Highway 99, at the Tumwater Town Center, and the New Market Industrial Campus. The intention of these locations is to provide opportunities for housing close to places of employment, reducing the need for long, single-occupancy vehicle commute trips.

### **3.6 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 Bush Prairie Neighborhood, this designation has been applied to one location at the intersection of Henderson Boulevard and Tumwater Boulevard. This intersection has a large amount of traffic going to and from Tumwater via Henderson Boulevard/Olympia. As traffic volumes rise and the nearby housing sites are developed, this site could become a viable location for a small commercial use that serves the nearby residents as well as those passing through. 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.

Residents in the southern half of the neighborhood do not have any areas designated Neighborhood Commercial (NC) within a reasonable walking distance of 15 minutes. Some consideration should be given to adding a NC land use designation somewhere along Old Highway 99 in the adjacent Airport neighborhood.

### **3.7 General Commercial**

The area containing the property commonly known as The Trails End Arena on 79th Avenue east of Old Highway 99 has been designated General Commercial. This 22-acre site has served in the past as a center of equestrian events, including stables, and as a dining/entertainment facility. The facility closed in the early 2000s and has been vacant since that time. Tumwater purchased the property in 2015 and is currently considering a variety of uses for the site. It is expected that the site planning may eventually lead to changes in designation and zoning to accommodate municipal purposes and community needs. Talks of the possible uses of the site have included things such as parks, both active and passive, as well as a public works shop. At this point, it is unknown exactly what the future holds for the property. Care

should be taken to ensure that future uses of this property are screened and buffered to protect residences from adverse impacts. Existing trees and other vegetation with landscaping and aesthetic value should be preserved where practical.

### **3.8 Light Industrial**

North of Swamp Lake, between Tumwater Boulevard and 73<sup>rd</sup> Avenue is an area designated light industrial. This designation is appropriate here due to its close proximity to the Airport runway and the restrictions imposed by the Airport Overlay Zone. Some of these properties are through lots and touch both 73<sup>rd</sup> Avenue and Tumwater Boulevard. These represent opportunities for additional road connections within a neighborhood with few north/south connections. As development occurs in this area, a road connection shall be made between 73<sup>rd</sup> Avenue and Tumwater Boulevard. One property in particular may represent the best chance at getting a road through based on its wide width, through lot configuration, and past use as a wrecking and junk yard.

One additional site that is designated light industrial is the historic Bush family homestead. A Thurston County designated historic site, including the Bush Butternut Tree, is located at 8400 Old Highway 99 on the Bush family homestead

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 separate the different uses visually.

### **3.9 Parks/Open Space**

Almost a third of the land area of the Bush Prairie Neighborhood is parks, preserves, or open space due to the proximity to the Deschutes River within the floodplain. Besides the river valley and floodplain, the other areas designated Parks/Open Space include the religious camp at Trails End Lake and the other water bodies within the neighborhood.

### **3.10 Public/Institutional**

There is currently no area within the neighborhood with this designation, however, some areas warrant consideration for a change to this designation in the future. In 2015, Tumwater purchased the defunct Trails End Arena Complex located on 79th Avenue. Plans for the property are currently being discussed. Some possibilities include parks, recreational opportunities, and a public works shop facility. This site

is currently designated and it is zoned General Commercial. The designation should be changed in the future to reflect City ownership and could be either Public/Institutional or Parks/Open Space or a combination of both. The City and the County have agreements in place to not change zoning or land use designations for one year after an annexation so changes will not be possible in 2016. Re-examination of the current land use designations and zoning should be done in future years as planning for the site matures and the one-year moratorium on changes expires (2017).

### **3.11 Shoreline Environment**

Two areas within the neighborhood are currently designated Shoreline Environment. These include Munn Lake and the floodplain area on the south side of the Deschutes River west of Henderson Boulevard. The City and the County have agreements in place to not change zoning or land use designations for one year after an annexation so changes will not be possible in 2016. Re-examination of the current land use designations and zoning should be done in the future when the one-year moratorium on changes expires (2017). The likely most appropriate land use designation would be Parks/Open Space (PS). A change such as this would not negate the application or jurisdiction of the Shoreline Management Program or any other applicable critical area/floodplain regulations.

### **3.12 Utilities**

The Bonneville Power Administration transmission lines traverse the northern portion of the neighborhood in an east/west direction just north of 65th Avenue. Development under and near these transmission lines is subject to easements and restrictions imposed by BPA. Some opportunities may present themselves and could be worth exploring in regards to trails, recreation, or other types of connections and land uses that would be a benefit for the neighborhood and the public.

#### **4. DESCHUTES NEIGHBORHOOD**

##### **1. Introduction**

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

##### **2. Single Family Low Density Residential**

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

##### **3. Single Family Medium Density Residential**

- Areas east of Cleveland Avenue, north of Yelm Highway

##### **4. Mixed Use**

- Area north of Cleveland Avenue, north of Ensley Lane

##### **5. Neighborhood Commercial**

- Corner of North Street and Hoadly Street

##### **6. Utilities**

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

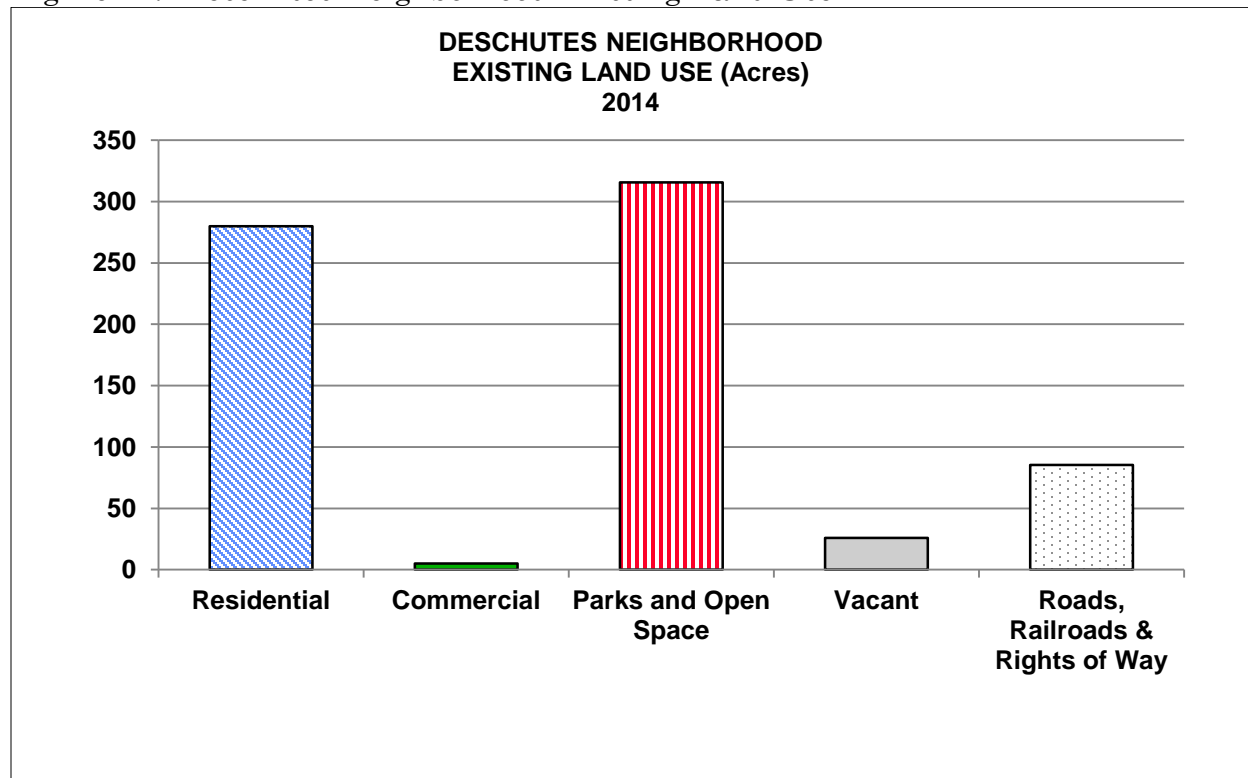
7. Shoreline
  - Deschutes River
  
8. Parks/Open Space
  - Barclift Park
  - Deschutes Valley Park
  - Pioneer Park
  - Tumwater Valley Municipal Golf Course



### 4.1 Introduction

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

Figure 11. Deschutes Neighborhood Existing Land Use



Source Thurston Regional Planning Council Buildable Lands Database – *Land Use by Planning Area.*

Figure 12 illustrates the existing proportion of land uses in the Deschutes Neighborhood. Open space and residential are the dominant land uses in the neighborhood at 53% and 38% respectively. The Tumwater Valley Municipal Golf Course and other areas along the Deschutes River including Pioneer Park take up most of the open space categories. Vacant land covers approximately 8% of the neighborhood. Commercial uses at 1% consist of the small group of business on

Cleveland Avenue north of Ensley Lane as well as a small neighborhood convenience store located at the corner of North Street and Hoadly Street.

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

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

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

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

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

The construction of the Valley Interceptor has resulted in improved availability of sewer service to this neighborhood, especially in areas to the south.

To the north of the Deschutes Neighborhood are the Brewery Neighborhood, Capitol Lake, and Olympia. Areas east of the neighborhood consist of large lot residential uses and former agricultural uses including the Briggs Nursery, which is now being

developed as a mixed-use urban village in Olympia. Mostly agricultural and large lot residential uses exist to the south of the Deschutes Neighborhood.

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

#### **4.2 Shoreline Master Program**

The most influential supporting plan for the Deschutes Neighborhood is the Shoreline Master Program, which should be referenced for specific recommendations for areas in the Deschutes River Valley and surrounding areas that are under the authority of the Washington Shoreline Management Act. The Shoreline Master Program is an addition to zoning and other Tumwater regulations that apply to the area.

In 2014, the updated Shoreline Master Program replaced the *Deschutes River Special Area Management Plan* and Tumwater's adopted portions of the older *Shoreline Master Program for the Thurston Region*. The Shoreline Master Program should be referenced for recommendations regarding shorelines.

#### **4.3 Deschutes Riparian Habitat Rehabilitation Plan**

The *Deschutes Riparian Habitat Rehabilitation Plan* (1993) recommends appropriate means for preserving, protecting, enhancing, and restoring plant, fish, and wildlife habitat associated with the Deschutes River. The *Habitat Plan* addresses existing and potential riparian habitat throughout the shoreline area from Henderson Boulevard to Interstate 5. It includes a study of the ecology of the river as an integrated unit. The plan includes elements addressing indigenous plants and animals, the hydrologic function of the river, river hydraulics, private and public access, water quality, channel migration, wetlands, a recommended planting list and maintenance provisions. The *Deschutes River Riparian Habitat Plan* should be referenced for further recommendations in this area.

It should be noted that as of 2010 a new version of the Shoreline Master Program is being drafted and reviewed. This new plan will replace the *Deschutes River Riparian Habitat Plan* and Tumwater's adopted portions of the Shoreline Master Program for the Thurston Region. The Shoreline Master Program should be referenced for

recommendations regarding shorelines after its expected adoption date in late 2011.

#### 4.4 Other Plan Recommendations

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

#### 4.5 Single Family Low Density Residential

The residential neighborhood located west of Henderson Boulevard and south of the Yelm Highway, also known as the Farm, is an area of large, well-established single-family homes. The existing quiet residential atmosphere should be protected by the Single Family Low Density designation.

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

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

Areas west of Cleveland Avenue and south of Yelm Highway have been designated Single Family Low Density to reflect the current use of the area. It is unlikely that higher densities could be supported in this area due to steep slopes and the proximity of the area to the Deschutes River Valley. Portions of this area are located in the Airport Overlay Zone.

The purpose of the overlay zone in Chapter 18.32 Tumwater Municipal Code is to protect the viability of Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users. The

Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards. New developments in the Airport Overlay Zone must comply with the standards of the overlay zone in addition to the standards of the underlying zoning district.

#### **4.6 Single Family Medium Density Residential**

The residential areas east of Cleveland Avenue and north of Yelm Highway form a well-established and stable neighborhood in Tumwater. This area should and will remain residential in character, continuing to infill with residential uses on the good building sites that are still vacant. It is anticipated that over a 20 year time period densities will increase in this area. In order to protect the quiet residential atmosphere, promote neighborhood stability and continuity, and provide a variety of affordable housing types, the Single Family Medium Density designation would be appropriate in this area.

#### **4.7 Mixed Use**

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

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

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

#### **4.8 Neighborhood Commercial**

The neighborhood store on the corner of Hoadly and North Streets, which provides a day to day service for residents in the surrounding area has been designated

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

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

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

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

#### **4.9 Public/Institutional**

The former Grange building on the corner of Yelm Highway and Henderson Boulevard that has not been utilized in some time. The building is old and appears to be deteriorating at a rapid pace. Due to its location at a high traffic volume arterial intersection and the abutting a residential single-family neighborhood, the Public Institutional designation is appropriate. This designation will allow the site to act as a transition area and a buffer from the more intense areas on the other corners of the intersection. These include the YMCA, the Briggs Village development, the adjacent nursery business, as well as the high volumes of traffic coming through the area. The current owner of the Grange is seeking to change the zoning of the parcel to Community Services to match the underlying designation better.

#### **4.10 Utilities**

A small area south of Delta Lane/Yelm Highway/Cleveland Avenue/Hartman Street

intersection has been designated Utilities. Future utility facilities should be developed in accordance with the policies contained within the Utilities Element.

#### 4.11 Parks/Open Space

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

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

Several parks and open space areas are within the Shoreline Master Program. Those within the Deschutes Neighborhood include:

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

The Shoreline Master Program should be referenced for recommendations regarding shorelines.

The Shoreline Master Program should be referenced for specific recommendations and policies for parks and open space in areas that are under shoreline jurisdiction.

**NEIGHBORHOOD APPENDIX**  
**CHAPTER 4 – DESCHUTES NEIGHBORHOOD**

*Amended January 2018, O2017-024,  
January 2019, O2018-006, December 2019, O2019-004  
and November 2020, O2020-002*

In 2014, an updated version of the Shoreline Master Program replaced the *Deschutes River Special Area Management Plan* and Tumwater’s adopted portions of the Shoreline Master Program for the Thurston Region. The Shoreline Master Program should be referenced for recommendations regarding shorelines.



## 5. LITTLEROCK NEIGHBORHOOD

1. Introduction
  - Location
  - Existing proportions of land uses
  - Transportation/circulation
  - Water and sewer availability/environmental constraints
  - Uses adjacent to Littlerock Neighborhood
  - Supporting plans/documents
2. Residential/Sensitive Resource
  - Area on Kirsop Road
3. Single Family Low Density Residential
  - Area north of Glenwood Drive, west of Littlerock Road
  - Area behind Tumwater Middle School
  - Gold Creek/Miner Drive
  - Area on north side of 70th Avenue
  - Black Lake Park and Black Hawk subdivision area
  - Doelman farm (portion of)
  - Area on west side of Littlerock Road north of Glenwood Drive
4. Single Family Medium Density Residential
  - Areas generally along south side of 70th Avenue and west side of Kirsop Road south of 66th Avenue

- Doelman farm (portion of)
  - Area on north side of 70th Avenue (south of Miner Drive)
  - Area between Black Hills High School and Littlerock Road
5. Multi-Family Medium Density Residential
- Area on west side of Kirsop north of 66th Avenue
  - Doelman farm area near Black Hills High School
  - Area east of Littlerock Road/Tumwater Boulevard intersection
  - Area on east side of Littlerock Road between Bishop and Israel Roads
6. Multi-Family High Density Residential
- Doelman farm area near Black Hills High School
7. Mixed Use
- Area north of Bishop Road, east of Littlerock Road, west of Interstate 5
  - Area generally along the east side of Littlerock Road from 73rd Avenue (just south of Tumwater Boulevard) to Israel Road
  - Doelman farm (portion of)
8. General Commercial
- Areas along Littlerock Road and the west side of Interstate 5 from Trosper Road vicinity to south of Tumwater Boulevard
9. Neighborhood Commercial
- Area on the northwest corner of Israel Road and Littlerock Road
  - Area on east side of Kirsop Road between 66th Avenue and 70th Avenue

10. Light Industry
  - Area on the north end of Belmore Street
11. Shoreline Environment
  - Troesper Lake
12. Parks/Open Space
  - Areas on north and south ends of Miner Drive
13. Public/Institutional
  - Black Lake Elementary School
  - Black Hills High School
  - Tumwater Middle School
  - Olympic Memorial Gardens Cemetery
  - Union & Calvary Cemeteries
14. Utilities
  - Bonneville Power easements traversing neighborhood in east/west and north/south configurations
  - Puget Sound Energy Prine substation area west of Littlerock Road, south of Israel Road
15. Manufactured Home Park
  - Allimor Estates Mobile Home Park
  - Laurel Park Estates Mobile Home Park
  - Velkommen Mobile Home Park

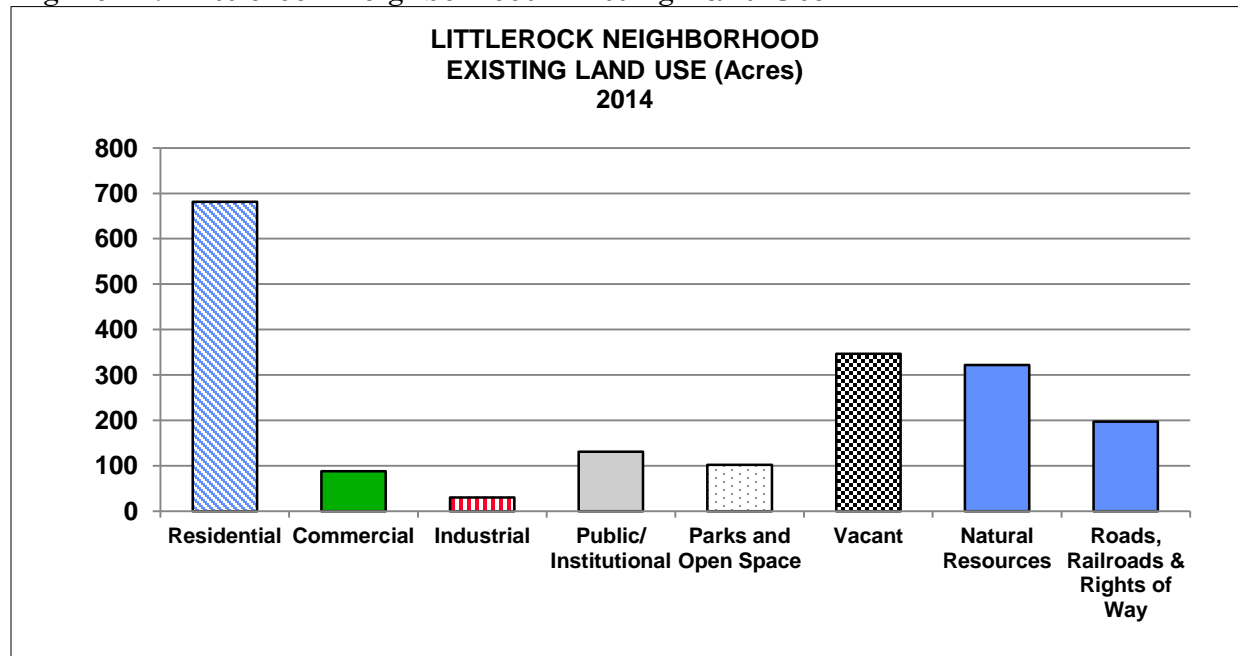
### 5.1 Introduction

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

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

Figure 13 illustrates the proportions of land uses that are presently within the Littlerock Neighborhood.

Figure 12. Littlerock Neighborhood Existing Land Use



Source: Thurston Regional Planning Council Buildable Lands Database – *Land Use by Planning Area*

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

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

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

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

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

A pedestrian bridge crosses Interstate 5, connects to Bishop Road, and leads to the Tumwater Middle School. This bridge is the only non-vehicular Interstate 5 crossing in Tumwater and provides an important pedestrian link between eastern and western areas of the city. Additionally, the bridge will eventually provide an important commuting link between state offices and other businesses expected to

locate in the Tumwater Town Center. This bridge is identified as a part of Trail T8 in the Cities of Lacey, Olympia, and Tumwater Urban Trails Plan. The Parks, Recreation, and Open Space Plan (Element) includes the recommendations of this plan relating to this trail linkage. The Transportation Element identifies on-street linkages for trails in the Littlerock Neighborhood. The corridor along Bishop Street should be preserved for this trail linkage.

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

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

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

The Parks, Recreation, and Open Space Plan (Element) and the *Littlerock Road Subarea Plan* make specific recommendations for trails, open space, and parks within the Littlerock Neighborhood. These documents should be referenced for specific recommendations that affect the Littlerock Neighborhood.

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

The *Strategic Plan* also has specific goals and action strategies for the eastern portion of the Littlerock Neighborhood. The following is an excerpt from the plan:

*The vision for this area is to create a mixed use “village” atmosphere that is transit-oriented and pedestrian-friendly in the south/central portion of the subarea in the vicinity of the Israel Road/Littlerock Road intersection and*

*along Littlerock Road south to Tumwater Boulevard, with commercial areas concentrated along I-5 to provide vibrant retail opportunities for Tumwater and surrounding residents.*

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

The *Strategic Plan* should be referred to for additional specific goals for the eastern portion of the Littlerock Neighborhood.<sup>6</sup>

### 5.1.1 Economic Development Element

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

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

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

1. *Use public investment and development regulations to encourage development of a village-like area in the south/central portion of the Subarea*
  - *Complete the Littlerock Road street improvement project*
  - *Do planning for the Tye Drive extension*

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<sup>6</sup> See Action Strategy D on p.19 of the *Strategic Plan*

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

The Economic Development Element should be referenced for further recommendations in this neighborhood.

### 5.1.2 Other Considerations

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

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

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

There is a large island of county land west of Littlerock Road. This area includes the neighborhood accessed by Glenwood Drive. The Littlerock Neighborhood is also adjacent to county areas to the south. Land use planning within this area is addressed through the Joint Plan. When feasible, this island should become part of Tumwater.



Portions of this neighborhood have seasonally high groundwater that can result in groundwater flooding in places. The *Littlerock Road Subarea Plan*, the *Salmon Creek Comprehensive Drainage Basin Plan*, and the *Tumwater Stormwater Comprehensive Plan* should be referenced for specific recommendations that affect groundwater, stormwater, and drainage issues within the Littlerock Neighborhood.

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

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

## 5.2 Residential/Sensitive Resource

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

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

## 5.3 Single Family Low Density Residential

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

while providing for development that is sensitive to the inherent limitations of the topography.

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

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

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

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

#### **5.4 Single Family Medium Density Residential**

The area along the south side of 70th Avenue west of Littlerock Road was once characterized by rural residential single-family development. However, within the last decade several hundred new single-family homes have been built in this area. The lots for these homes are relatively small and are consistent with the Single

Family Medium Density designation. This area should remain residential in character, continuing to in-fill as densities increase over time. In order to maintain the residential atmosphere and provide a variety of affordable housing types, the Single Family Medium Density Residential designation is appropriate for this area.

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

The area designated Single Family Medium Density Residential that is west of the Black Hills High School is a portion of a large area under a single ownership known as the Doelman farm. This property extends from Littlerock Road west to the Burlington Northern railroad corridor and it has received a mix of land use designations. The portion of this property designated Single Family Medium Density Residential 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 Medium Density Residential.

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

### **5.5 Multi-Family Medium Density Residential**

The area on the east side of Littlerock Road generally between the Bishop Road area and Israel Road consists of primarily residential development. Currently, this area is a mixture of single and multi-family residential development. The residential character of this area should be protected and allowed to infill and slightly increase in density. This is consistent with the recommendations of the *Littlerock Road Subarea Plan* to provide for housing in close proximity to planned commercial and mixed-use development to the north, east, and south, and to provide a transition

between those areas and the single-family residential areas and the middle school to the west. The Multi-Family Medium Density Residential designation would best accomplish these goals.

Several areas of Multi-Family Medium Density Residential 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 Medium Density Residential areas are interspersed with Single Family Medium Density Residential along this portion of Littlerock Road. These areas contain existing multi-family and single-family uses.

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

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

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

An area west of Littlerock Road near the Black Hills High School has also been designated Multi-Family Medium Density Residential. This is a portion of a large area under single ownership and known as the Doelman farm. This property extends from Littlerock Road west to the Burlington Northern railroad corridor and it has received a mix of land use designations. These include Mixed Use, Multi-Family High and Medium Density, Single Family Low and Medium Density, Utilities and Public Institutional. In the past, this property has been a part of the Doelman dairy farming operation and it 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. It is also recommended that development near the several wetland areas and utility transmission corridors on the property receive an overlay zone to ensure they are developed under Planned Unit Development standards. The Planned Unit Development standards require public hearings for any development that would be proposed for these areas. Clustering and density transfers using a Planned Unit Development approach should be considered where limitations for development exist. This land, developed as a Planned Unit Development, 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 it should be designed to discourage automobile travel at speeds that are not compatible with safe pedestrian use. A pedestrian/bicycle trail should be encouraged in the Burlington Northern railroad corridor in the western portion of the property.

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

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

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

## 5.6 Multi-Family High Density Residential

One area is designated Multi-Family High Density Residential in the neighborhood. That area is south of the high school under Public Institutional designation just west of Littlerock Road and it 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 it has received a mix of land use designations. The portion of this property designated Multi-Family High Density Residential should receive a Planned Unit Development 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 Planned Unit Development 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 Medium Density Residential.

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

### 5.7 Mixed Use

The south/central portion of the subarea near the Israel Road/Littlerock Road intersection and along Littlerock Road south to Tumwater Boulevard is recommended for a Mixed Use designation. This general area provides an excellent opportunity for Tumwater to create a mixed-use urban village. The *Littlerock Road Subarea Plan* provides detailed discussion of the potential for this area, and its recommendations for land use designations in this area have been incorporated into this plan to ensure their implementation.

One other Mixed Use area is on the west side of Littlerock Road south of the Black Hills High School. This area is a portion of a large area under one ownership known as the Doelman farm. This property extends from Littlerock Road west to the Burlington Northern railroad corridor and it 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 Medium Density Residential.

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

housing and quality community design. With construction techniques and creative site planning, it is very possible to provide fine, livable dwelling units that are next to, behind, or above commercial uses.

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

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

## 5.8 General Commercial

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

An overlay zone was placed on some of the General Commercial properties between Israel Road and Tumwater Boulevard area in order to limit the size of commercial buildings consistent with the *Littlerock Road Subarea Plan*. The *Littlerock Road Subarea Plan* should be referred to for more information on this General Commercial zone overlay.<sup>7</sup>

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

The *Strategic Plan* has specific goals and action strategies for the eastern portion of the Littlerock Neighborhood. The following is an excerpt from the plan:

*The vision for this area is to create a mixed use “village” atmosphere that is*

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<sup>7</sup> See Section 3.3, p.13 of the *Littlerock Road Subarea Plan*

*transit-oriented and pedestrian-friendly in the south/central portion of the subarea in the vicinity of the Israel Road/Littlerock Road intersection and along Littlerock Road south to Tumwater Boulevard, with commercial areas concentrated along I-5 to provide vibrant retail opportunities for Tumwater and surrounding residents.*

The *Strategic Plan* should be referred to for additional specific goals for this portion of the Littlerock Neighborhood.<sup>8</sup>

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

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

The Economic Development Element should be referenced for further recommendations in this neighborhood.

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

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

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

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<sup>8</sup> See Action Strategy D on p.19 of the *Strategic Plan*



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

### **5.9 Neighborhood Commercial**

This designation is intended to provide small-scale commercial services to surrounding residential areas to help reduce automobile trips and enhance neighborhoods. This designation has been applied to one property located near the intersection of 68th Avenue and Kirsop Road. Currently an auto repair business is operating in this location. This Neighborhood Commercial location will likely become a focus of activity in the future as residential development continues in the area, raising the need for neighborhood commercial uses in the area. In the future, the use at this site should transition to a more neighborhood-oriented type of commercial use.

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

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

### **5.10 Light Industrial**

The only area designated light industrial in the Littlerock Neighborhood is located south of the Bonneville Power Administration transmission station at the northern end of Belmore Street. This area contains an existing industrial use next to the railroad tracks, which is a pipe manufacturing company. Because Belmore Street is currently a dead end street, the site is currently accessed from 66<sup>th</sup> Avenue.

The adjacent property to the north is also designated Light Industry. Belmore Street needs to be extended to 54<sup>th</sup> Avenue and/or Trospen Road. The Belmore Street connection will help to reduce impacts to established residential neighborhoods on 70<sup>th</sup> Avenue as trucks travel to and from the freeway system. It will also help to improve traffic circulation within the general area, which is constrained by large areas of wetlands, the railroad tracks, and Black Lake. This connection has been a goal listed in the Tumwater/Thurston County Joint Plan before the area was annexed

to Tumwater in 2008.

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

### **5.11 Parks/Open Space**

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

The Shoreline Master Program should be referenced for more specific land use recommendations and regulations for these areas.

### **5.12 Public/Institutional**

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

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

### **5.13 Utilities**

A segment of a Bonneville Power Administration easement crosses the Littlerock

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

A property west of Littlerock Road, south of Israel Road, has been designated Utilities to ensure consistency with the Utilities Element. This property, owned by Puget Sound Energy, is the site of the Prine substation. Tumwater will work with Puget Sound Energy to effectively plan for and implement the siting of electrical facilities while mitigating any potential impacts to the environment through the environmental review process. Future electrical facilities should be developed in accordance with the policies contained within the Utilities Element.

#### **5.14 Manufactured Home Park**

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

## 6. MOTTMAN/BLACK LAKE NEIGHBORHOOD

1. Introduction
  - Location
  - Existing proportions of land uses
  - Transportation/circulation
  - Water and sewer availability/environmental constraints
  - Uses adjacent to Mottman/Black Lake Neighborhood
  - Supporting plans/documents
2. Single Family Low Density Residential
  - Bush Mountain
  - Area north of Sapp Road
  - Areas west of Burlington Northern Santa Fe Railway right of way
3. Light Industrial
  - Mottman Business Park
  - Mottman Industrial Park
  - Areas along east side of Black Lake Boulevard
  - Area west of Black Lake Boulevard
4. Heavy Industrial
  - Area west of Black Lake Boulevard
5. Utilities
  - Bonneville Power easement

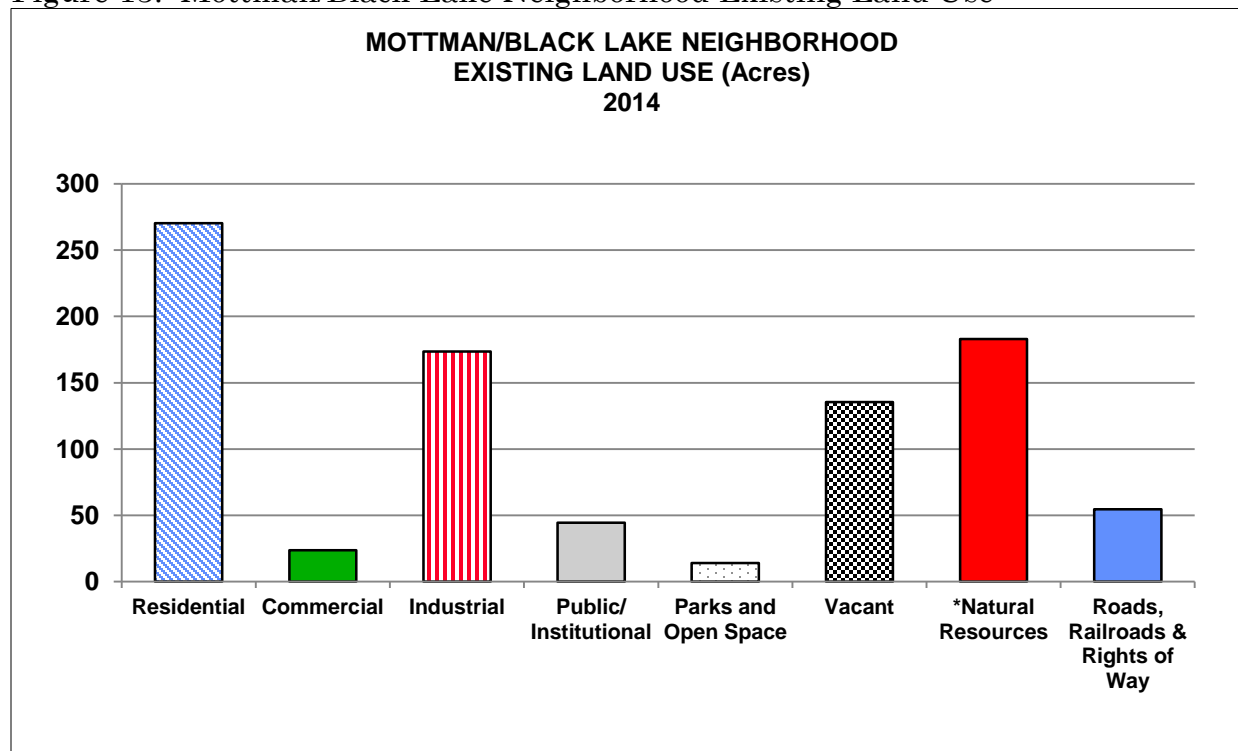
- Puget Sound Energy easement
  - Puget Sound Energy Mottman substation
6. Shoreline
- Area between Black Lake Boulevard and the Burlington Northern Santa Fe Railway right of way

### 6.1 Introduction

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

Figure 14 illustrates the division of land uses, as they presently exist in the Mottman/Black Lake Neighborhood. Residential uses are the largest in this neighborhood followed by natural resources, industrial, vacant, and commercial uses. The natural resource category is a relatively large category in this neighborhood because the Jones Quarry mining operation is classified as a natural resource land use.

Figure 13. Mottman/Black Lake Neighborhood Existing Land Use



Source: Thurston Regional Planning Council Buildable Lands Database – *Land Use by Planning Area*

Notes: \*Includes agriculture, forestry, and mining

The area between Black Lake Boulevard and the Burlington Northern Santa Fe Railway right of way is greatly influenced by the Black Lake drainage area that flows from the lake into Percival Creek.

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

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

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

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

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

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

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

The *Railroad Right of Way Preservation and Use Strategy for the Thurston Region* makes the following recommendations for the Downtown Olympia to West Bay Industrial Area and Belmore Line run by Burlington Northern Santa Fe\_Railway, which runs west of the Mottman Industrial Park:

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

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

## 6.2 Single Family Low Density Residential

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

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

The land west of the Burlington Northern Santa Fe Railway right of way, outside of the jurisdiction of the Shoreline Master Program, have been designated Single Family Low Density Residential. More intensive residential uses are not likely in this area due to the constraints of being adjacent to or surrounded by wetland areas and the unavailability of sewer and water service to the area. Because this area is protected by the stringent land use regulations of the Shoreline Management Act, this area would not meet the criteria required for application of the Residential/Sensitive Resource designation. It is envisioned that residential uses will eventually be phased out in the area that is surrounded by the jurisdiction of the Shoreline Master Program. Park or open space would be an appropriate long-term



use of this area.

### **6.3 Light Industrial**

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

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

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

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

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

The Puget Sound Energy has a sub-station within the Mottman/Black Lake Neighborhood that is designated Light Industrial. This sub-station is needed to meet commercial load growth within the 20-year planning period. A sub-station is an appropriate use in this area given the Light Industrial and utilities designation and the need to provide for service as population increases in Tumwater. Tumwater will work with Puget Sound Energy to effectively plan for and implement the siting of electrical facilities while mitigating any potential impacts to the environment through the environmental review process. Future electrical facilities should be developed in accordance with the policies contained within the Utilities Element.

#### **6.4 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 Conservation Element identifies this area as being a mineral resource area classified as MR-2. MR-2 is a designation used by the State Department of Natural Resources to identify areas where known mineral resources exist.

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

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

#### **6.5 Utilities**

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

## **7. NEW MARKET NEIGHBORHOOD**

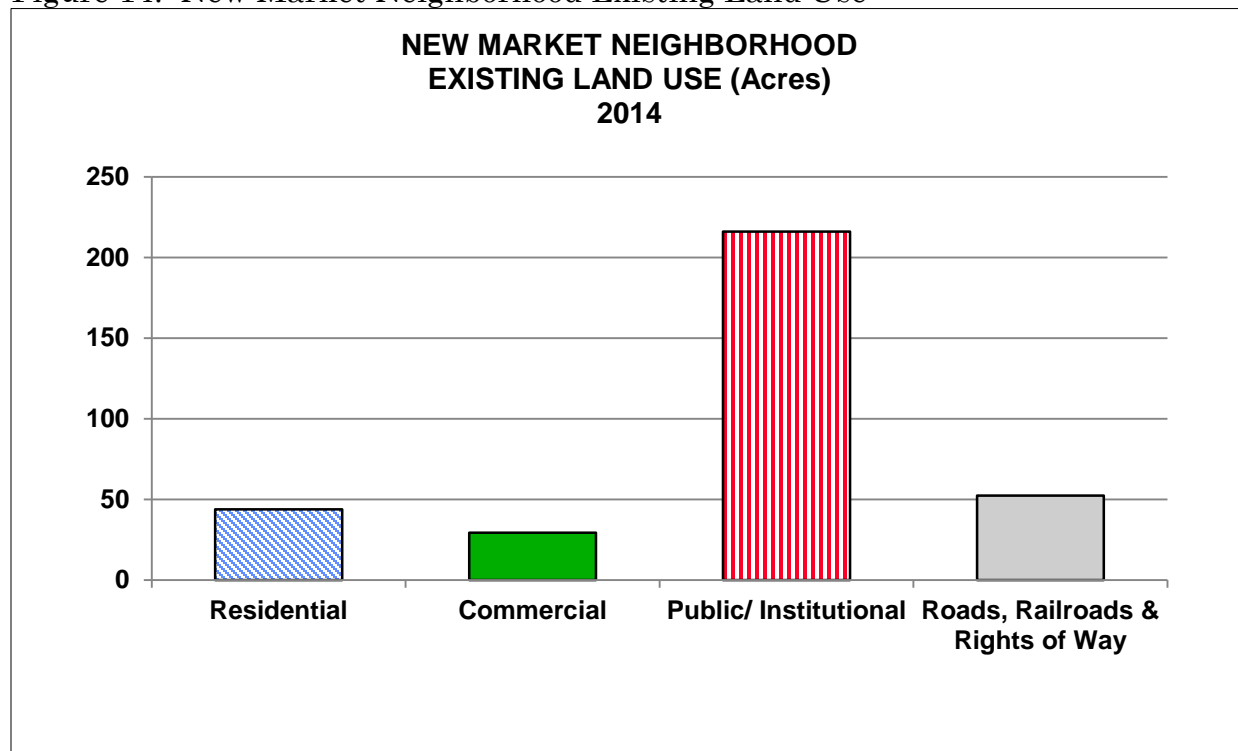
1. Introduction
  - Location
  - Existing proportions of land uses
  - Transportation/circulation
  - Water and sewer availability/environmental constraints
  - Uses adjacent to New Market Neighborhood
  - Supporting plans/documents
2. Single Family Medium Density Residential
  - Area north of City Hall along 6th Street, south of Dennis Street
  - Area north of Israel Road and west of Bonniewood on Scott Street
3. Multi-Family High Density Residential
  - Indian Creek Condominiums, Sunset Apartments
  - Area east of Interstate 5, west of Linderson Way, north of Israel Road
4. Capitol Boulevard Community
  - Areas along Capitol Boulevard north of Israel Road
5. Light Industrial
  - Area south of Dennis Street, west of Bonniewood Drive
6. Public/Institutional
  - Tumwater High School Peter G. Schmidt Elementary School
7. Tumwater Town Center

- Area north of Tumwater Boulevard, south of Israel Road, west of Nicholas Street, and east of Interstate 5
8. Parks and Open Space
- Gateway Park
  - Wellfield #7 – Town Center Park

### 7.1 Introduction

The New Market Neighborhood is located in the southern area of Tumwater generally north of Tumwater Boulevard, south of Dennis Street, west of Bonniewood Drive, and east of Interstate 5. This neighborhood includes Tumwater Town Center, Tumwater City Hall, the City Library, and the City headquarters fire station. Tumwater High School and the Peter G. Schmidt Elementary School are also located in this neighborhood.

Figure 14. New Market Neighborhood Existing Land Use



Sources: Thurston Regional Planning Council Buildable Lands Database – *Land Use by Planning Area*

A variety of land uses exist in this neighborhood. Tumwater High School, Peter G. Schmidt Elementary School, New Market Vocational Skills Center, Tumwater City Hall, and the Tumwater Timberland Library represent public institutional uses. Commercial uses are mostly located along Capitol Boulevard. Two professional office developments, Point Plaza East and Point Plaza West, are located along Capitol Boulevard between Israel Road and Dennis Street. Another professional office development, Town Center East, is currently under construction on land bordered by Capitol Boulevard, Israel Road and Nicholas Street. The state-owned Labor and Industries building is located south of Israel Road between Linderson Way and

Interstate 5. The Tumwater Office Properties development is under construction on the parcel of land directly south of the Labor and Industries building. The First Church of the Nazarene is located north of Israel Road between Linderson Way and Interstate 5.

Several properties owned by the Port of Olympia are developed with either light industrial or professional office uses. A United Parcel Service shipping facility is located on New Market Street. Cleanwater Lane is developed with professional office buildings leased to the State.

Residential uses are primarily located along Israel Road. Both multi-family developments and single-family dwellings exist in this area.

Tumwater Boulevard serves as a minor arterial and is the main east-west circulation link in the New Market Neighborhood. Capitol Boulevard serves as the main north-south circulation link and it is classified as a major arterial. Other important circulation links include Israel Road and Linderson Way.

Water and sewer service are available to the neighborhood. The Valley Interceptor, which runs from Tumwater Boulevard to Bonniewood Drive to Elm Street and down the Deschutes River Valley to the Cherry Street Interceptor, provides increased capacity for all of the New Market Neighborhood. This area is expected to hook up to a 10” to 15” inch gravity main along Tumwater Boulevard to the Valley Interceptor.

Most of the New Market Neighborhood is flat. Some areas are low lying and have a high groundwater level. The groundwater in the neighborhood is the source for much of Tumwater’s municipal water supply. This resource should be protected by following the recommendations of the *North Thurston Groundwater Protection Plan*, the Conservation Element, and the Wellhead Protection Ordinance.

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

Uses adjacent to the New Market Neighborhood include single-family residential uses to the north in the SE Capitol Boulevard Neighborhood. To the west is the

Littlerock Neighborhood that consists mostly of commercial uses and vacant land. Northeast of the New Market Neighborhood are commercial uses along Capitol Boulevard. The Port of Olympia New Market Industrial Campus is to the south and consists of light industrial uses.

Tumwater should work with the Port of Olympia to ensure consistency with the Port's plans and the City's Comprehensive Plan.

The Economic Development Element sets forth land use recommendations for the New Market Neighborhood as well. The element recommends commercial and community services development along Capitol Boulevard. For more detailed guidance, the *Capitol Boulevard Corridor Plan* should be referenced for areas along Capitol Boulevard north of Israel Road.

## **7.2 Single Family Medium Density Residential**

The area south of Dennis Street and along 6<sup>th</sup> Avenue SW is a part of Tumwater's downtown neighborhood. This area forms a well-established and stable neighborhood in Tumwater. This area should and will remain residential in character, continuing to infill with residential uses on the good building sites that are still vacant. It is anticipated that, over the 20-year planning period, densities will increase in this area. In order to protect the residential atmosphere, promote neighborhood stability and continuity, and provide a variety of housing types, the Single Family Medium Density designation would be appropriate in this area.

## **7.3 Multi-Family High Density Residential**

The development of the Tumwater Town Center will result in the need for additional housing for employees and their families expected to locate near the center.

The area west of Capitol Boulevard and north of Israel Road that includes the Indian Creek Condominiums and the Sunset Apartments has been designated Multi-Family High Density Residential to reflect the existing use of the site and to support housing for the proposed town center.

The area of the First Church of the Nazarene, located north of Israel Road and west of Linderson Way, has been designated Multi-Family High Density Residential. The multi-family designation in this area would support the future housing needs of the town center.

#### 7.4 Capitol Boulevard Community

The area north of Israel Road was included in the *Capitol Boulevard Corridor Plan*. This area includes several large office complexes leased by the State, a US Post Office, and a church/daycare. The area has been designated Capitol Boulevard Community consistent with the *Capitol Boulevard Corridor Plan*. Reference the *Capitol Boulevard Corridor Plan* for more detailed information regarding land use and development within this area.

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

#### 7.5 Light Industrial

The area northwest of the intersection of Israel Road and Bonniewood Drive has been designated Light Industrial. Most of this area is vacant.

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

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



New developments in the Airport Overlay Zone must comply with the standards of the overlay zone in addition to the standards of the underlying zoning district.

## 7.6 Public/Institutional

Tumwater High School, located west of Center Street and north of Israel Road, and Peter G. Schmidt Elementary School located east of Capitol Boulevard and south of Dennis street have been designated Public/Institutional to reflect the current use of the sites. The use of the site as a school and school-related activity is expected to continue in this area for at least the 20-year planning period. This area was included in the planning for the Capitol Boulevard corridor and the *Capitol Boulevard Corridor Plan* should be referenced for further guidance on land uses in this area.

## 7.7 Tumwater Town Center

The citizens of Tumwater envision a future downtown on 190-acres of the New Market Neighborhood bordered by Interstate 5, Tumwater Boulevard, Nicholas Street, and Israel Road. This Section of the Land Use Element Appendix offers a framework for a mixed-use, urban density, transit-supported community services center, a true downtown for a city whose urban nucleus was decimated by freeway construction in the late 1950s. This area is called the Tumwater Town Center, and it represents a component of the New Market Neighborhood.

The vision for this area includes creation of a downtown and community gathering place, a broad mix of uses, clustered development to create a critical mass for public transportation, and continuing responsiveness to regional goals for growth management and environmental protection.

In addition to the major goal of replacing the town center lost by the construction of Interstate 5, other goals of the Tumwater Town Center plan are to:

- Create a mixed-use town center consisting of commercial developments of office, retail, and service businesses, residential, educational, civic services, support facilities, and public assembly facilities.
- Site and develop new professional office facilities to build a critical mass of employment, which is critical to encouraging high-capacity public transit and discouraging the use of single-occupant vehicles.
- Create open space and park areas to preserve the area's natural resources and beauty.

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

This plan is distinguished by nine elements:

1. **Land Use** – The Tumwater Town Center is envisioned to include a mix of land uses: state facilities, private commercial developments of office, retail, and service businesses, residential, educational, civic and community services, support facilities/services (i.e., childcare), public assembly, open spaces, and parking. A vibrant mixture of activity, with people potentially present 24 hours a day, is anticipated. Land uses that reinforce this activity are encouraged.

Tumwater Town Center is divided into four subareas. Each of these subareas is described below. Supporting policies provide a framework to guide future development of the Tumwater Town Center.

- A. **Mixed Use.** The goal of the Mixed Use Subarea is to provide mixed retail, office, and residential uses at a level of intensity sufficient to support transit services and to provide a focus for the town center. A broad mix of land uses should be allowed, including retail, offices, services, restaurants, entertainment, lodging, community facilities and residential. The following percentages represent a desirable mix of ground floor land uses for this subarea. These percentages are intended to monitor the development of the entire Mixed Use Subarea over time. It is not the intent to apply these percentages to individual development proposals.

Office – 45%

Retail – 40%

Residential – 15%

Mixed Use Policies:

- Consider use of incentives and zoning requirements for mixed-use developments that incorporate retail or office uses on the ground floor with services or housing on upper stories.
- New Market Street is designated as the main street for the Tumwater Town Center. Encourage retail uses along this street. Consideration should be given to adopting zoning code requirements for ground floor retail as a component of land development projects on New Market Street to promote development of a concentrated shopping area that serves as an activity, people oriented focus to the town center.
- Buildings should be oriented toward the street and other public spaces. Where a lot is adjacent to more than one street, and one of the streets is New Market Street, buildings should be oriented toward New Market Street. Building facades should provide visual interest to pedestrians. Street level windows, minimum building setbacks, on-street entrances, landscaping, and articulated walls should be encouraged.
- Encourage public and private sector cooperation in providing capital investment, such as parking and street improvements that contribute to encouraging new business to locate in the town center.
- Initiate a capital improvement strategy to implement pedestrian and street improvements, gateway and other beautification projects, and parks and other civic facilities in the town center. Refer to the action items identified in the *Tumwater Town Center Street Design Plan* as a starting point in developing such a strategy.
- Among the existing uses in this area are an underground petroleum pipeline and a United Parcel Service distribution facility and a fabrication and assembly facility. New zoning standards for the town center should allow the

distribution, fabrication and assembly facilities to remain as conditional uses. Future additions or expansions of these facilities of up to 50% of the existing floor space should be allowed subject to design and development standards to ensure compatibility with the surrounding area.

- B. **Professional Office.** The goal of this subarea is to provide an area for large professional office buildings in close proximity to transit and arterial and collector roadways. This subarea is intended to provide for employment growth in professional, business, health, and personal services.

Professional Office Policies

- Encourage retention, location, and expansion of professional, financial, and commercial office land uses for personal and business services.
- Provide opportunities for complementary retail uses within office structures.

- C. **Civic.** Existing civic land uses include the Tumwater City Hall, Tumwater Timberland Library, and the new Tumwater Headquarters Fire Station. The goal of this subarea is to provide civic uses that provide identity and focus for the Tumwater Town Center.

Civic Policies

- Encourage development of buildings and public spaces within the Civic Subarea that can provide civic functions.

- D. **Residential.** The goal of the Residential Subarea is to provide for a high quality, high-density living environment within walking distance of jobs, shopping and public transportation.

Residential Policies

- Encourage the development of housing in the Tumwater Town Center to support business activities and to increase

the vitality of the area.

- Encourage a mix of housing choices to create variety in residential opportunity and to maintain a jobs/housing balance within the Tumwater Town Center, to make the town center a people place in the early morning, daytime and evening hours.
  - Encourage a variety of well-designed housing styles.
  - Apply development standards and guidelines to promote aesthetically pleasing, private, safe, and comfortable housing through design and open space.
2. **Density and Scale** – The area should consist of multi-story buildings that will define a new town center for Tumwater. The density should be greatest along New Market Street. Such density is needed to accommodate predicted future use demands and create the development pattern. Further, the density is desirable to create a critical mass of potential transit ridership.
  3. **Architectural Character** – Creation of an urban character that is not rural or suburban is key. Buildings should front directly on designated main streets where possible. Overhangs and awnings could provide pedestrian protection and link individual buildings. Parking should not disrupt building activity and should be located unobtrusively. Design review guidelines and development standards have been developed for this area to facilitate its future development as a town center. These standards require urban features, such as wide sidewalks, zero setbacks and public plazas. Future development should be encouraged to install benches, kiosks and other street furniture to provide a unifying element and aid in developing the pedestrian scale of the area.
  4. **Landscaping and Open Space** – A plaza, central square or commons should be provided as a gathering place in the Tumwater Town Center. Visual pedestrian features, e.g., fountains, sculptures and other focal points that will draw people to this type of facility should be considered. A centrally located site that could be re-developed as a plaza is the current City maintenance shop site located south of City Hall.

The Parks, Recreation, and Open Space Plan (Element) calls for a

neighborhood park to be developed in a central location within the downtown area. The element specifically calls for this park to be oriented toward passive recreation. A potential site for a neighborhood park should be identified.

Open space corridors with trails should be provided throughout the Tumwater Town Center area. Specific routes for trails/walkways should be identified. Routes should connect other open space or landscaped areas. Connection of land uses provides for activity throughout the town center at all times of the day and night. Existing City open space and landscaping standards should be required for new developments locating in the city center area. Funding alternatives for public open space areas should be explored.

Consolidation of open space areas in the Tumwater Town Center into a specific area may be considered as an alternative to providing small pockets of open space throughout the town center.

5. **Lighting and Signage** – Lighting and signage should provide a consistent and distinguishable character to the area. Architectural features and focal buildings will define primary destinations and access points. Signage and lighting should add to those features by providing information, orientation, and safety. Of particular importance will be transit signage. Transit shelters and other facilities should be consistent with the city center character and meet the needs and standards of Intercity Transit. Lighting must not create any navigational hazards for the Olympia Regional Airport.
6. **Circulation** – The *Tumwater Town Center Street Design Plan* identifies locations, alignments, and streetscape designs for town center streets. This plan incorporates three types of streets: Main Street (New Market Street), Green Streets (71<sup>st</sup> and 73<sup>rd</sup> Avenues), and Connector Streets (additional north-south streets). The street plan provides for numerous multi-modal transportation connections into and through the area.

New Market Street and other north-south streets identified in the street plan should be extended to permit circulation route alternatives between Tumwater Boulevard and Israel Road; 71<sup>st</sup> and 73<sup>rd</sup> Avenues should be extended to provide east-west street connections linking the town center to Linderson Way to the west, and Cleanwater Lane and Capitol Boulevard to the east. Streets through the area in both north to

south and east to west directions will encourage growth of retail services, housing and commercial/residential mixed-use projects. The streets should also enhance transit service alternatives and increase pedestrian activity. Walkways throughout the Tumwater Town Center should be wide and generous to provide pedestrian-friendly access and circulation.

7. **Utilities** – All utilities are available to the area. Electrical power, natural gas, water, storm drainage, and sanitary sewer systems will require upgrading and extension to complete the utility service system. The concept for distribution follows existing and new public rights-of-way.

The subsurface conditions in the area are significant to the Tumwater Town Center’s development. Groundwater is at relatively shallow depths, typically about ten feet. Surface materials are highly permeable and they will require significant storm drainage retention/detention systems as part of the area’s development. Options for addressing storm drainage should be explored. One alternative is to provide a regional storm drainage facility on property located outside of the neighborhood. Another option is to incorporate low impact development techniques to minimize stormwater runoff in conjunction with storm drainage facilities for individual developments. Design and aesthetic standards should be developed to ensure the facilities are safe (i.e. not too steep) and aesthetically pleasing. Utility improvements are envisioned to be concurrent with proposed development.

8. **Street Design** – The *Tumwater Town Center Street Design Plan* identifies design standards for town center streets. Its principle elements are summarized below. Please refer to the street design plan for specific standards for each street.

#### Main Street

New Market Street will form the town center’s activity spine, linking public facilities at the north to mixed-use and retail business at the south. It is envisioned as a traditional main street, with curbside parking and small retail on the first floor of zero-setback mixed-use buildings. In order to attract businesses and customers along this corridor and to interface with fast-paced Tumwater Boulevard, the

southern part of the town center should develop as larger retail stores, with excellent visibility and access from Tumwater Boulevard.

New Market Street will provide an excellent pedestrian environment with extended sidewalks (curb bulbs) at intersections and mid-block crosswalks. Small-scale street trees, street furniture, landscaping, and accent paving will enhance the pedestrian experience.

#### East/West Green Streets

The east/west green corridors, 71st and 73rd Avenues, will be the opposite of the main street in character. The wide right-of-way will be mainly dedicated to landscaping and pedestrian and bicycle traffic. The corridors will provide the residences and offices with an attractive setting and connect them to the highly active main street. With heavy, informal landscaping, these corridors will provide a more peaceful promenade environment, a unique feature in a town center of this size.

#### Connector Streets

Connector streets that provide convenient access and, in some cases, on-street parking complete the proposed street grid. In terms of design character, these streets serve to unify the town center with uniform street trees and paving.

#### Gateways

Gateways are recommended at the intersections of Israel Road/Capitol Boulevard, Israel Road/New Market Street, New Market Street/Tumwater Boulevard, Tumwater Boulevard/Linderson Way, and Linderson Way/Israel Road. Gateways should reflect the traditional character of the town center's public buildings, and the general design should be adaptable to the configurations of the different intersections.

#### Streetscape Elements

Streetscape elements will provide both continuity and variety. Street lights as described in the Tumwater Town Center Street Design Plan, colored crosswalk pavements, concrete sidewalks, and standardized street furniture finished in Tumwater's signature dark green color will be the unifying elements. To provide variety, the main street will



feature special accent pavements, small-scale street trees, raised planters, banners, and trellises. Contrasting informal landscaping and gently curving sidewalks will give the green streets a more campus-like character

9. **Parking** – Parking alternatives should be explored. On-street parking should be accommodated in the Tumwater Town Center. The City should work with Intercity Transit to identify possible sites for the eventual construction of a transit center. One or more parking garages should be considered. Possible sites, funding options, and design features (e.g. first floor retail) should be evaluated. Development standards for surface parking lots and parking garages will be developed in the design review guidelines for the area. Several concepts the City should consider are provided below.
- Limit the amount of street front surface parking lots, with no surface parking lots on New Market Street.
  - Limit curb cuts to minimize the apparent width of parking lots.
  - Adopt design guidelines that will apply to parking structures that face the street, unless such structures are located underground.
  - Require parking structures to be located behind building.
  - Allow parking structures to be located along the street if the ground floor is utilized for retail use.
  - Restrict surface parking lots on corners so that buildings are the dominant features of the intersection.
  - Require parking facilities to be designed so that access is from an alley or from a street at locations that do not conflict with pedestrian circulation. Maximize on-street parking for customer short-term use to provide a pedestrian-friendly environment; develop standards for on-street parking areas.

## 8. SE CAPITOL BOULEVARD NEIGHBORHOOD

### 1. Introduction

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

### 2. Single Family Low Density Residential

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

### 3. Single Family Medium Density Residential

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

### 4. Multi-Family Medium Density Residential

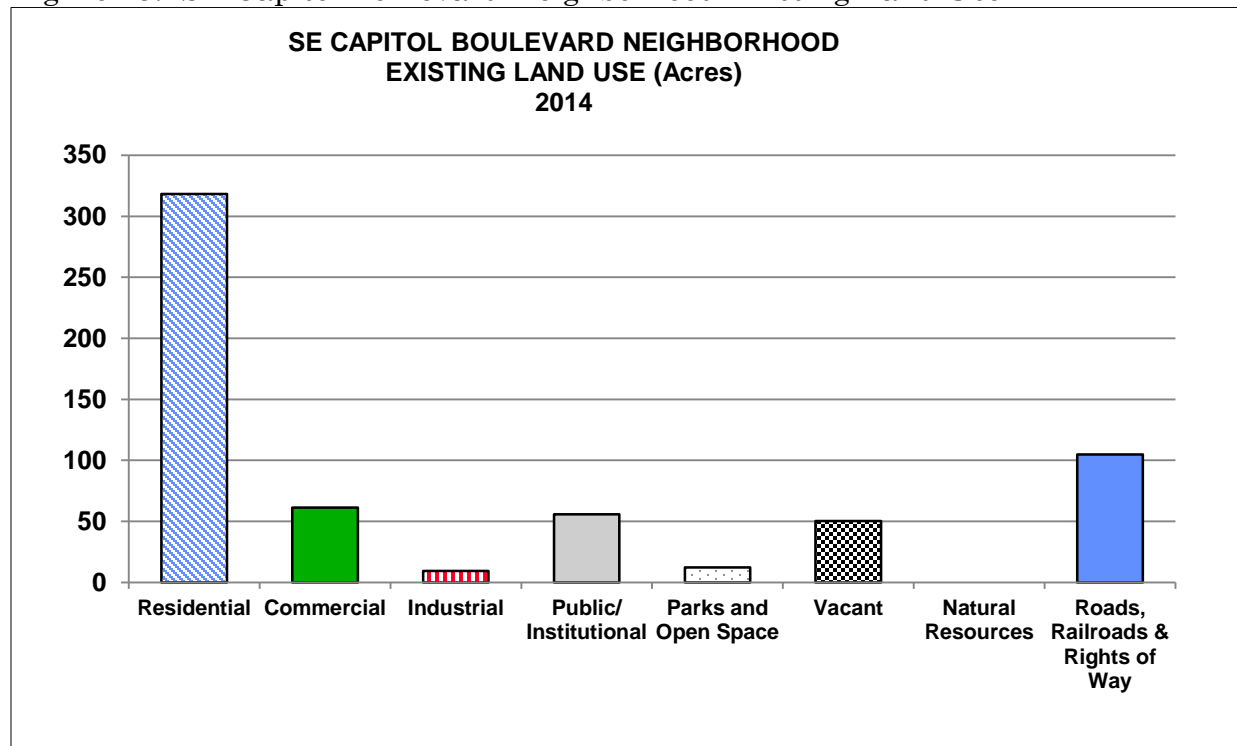
- Area north of Peter G. Schmidt Elementary School
- Area between Thunderbird Village Mobile Home Park and Henderson Boulevard

5. Multi-Family High Density Residential
  - Area south of Lee Street, west of Capitol Boulevard
6. General Commercial
  - Areas east of Linderson Way
7. Capitol Boulevard Community
  - Area along Capitol Boulevard from M Street to Israel Road
8. Light Industrial
  - Area south of Dennis Street, along Bonniewood Drive
9. Utilities
  - Bonneville Power easement
10. Parks/Open Space
  - Deschutes River Valley
  - Palermo Pocket Park
  - V Street Park
11. Manufactured Home Park
  - Thunderbird Village Mobile Home Park

8.1 Introduction

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

Figure 15. SE Capitol Boulevard Neighborhood Existing Land Use



Source: Thurston Regional Planning Council Buildable Lands Database – *Land Use by Planning Area*

Notes: \*Includes agriculture, forestry, and mining

Figure 16 illustrates the existing proportion of land uses in the SE Capitol Boulevard Neighborhood. Residential uses are by far the largest use. Most of the residential uses in this neighborhood consist of well-established, single-family homes with only a small proportion of higher density uses, such as apartments. Vacant land is the next most predominant use. Portions of the neighborhood are in the Airport Overlay Zone.

Future development of land in the Airport Overlay Zone is subject to the overlay zone development standards in Chapter 18.32 Tumwater Municipal Code. The intent of the overlay zone is to protect the viability of the Olympia Regional Airport as a

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

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

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

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

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

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

The Olympia Regional Airport is located to the south and an Airport Overlay Zone extends northerly from the Airport to cover a portion of the SE Capitol Boulevard

Neighborhood. New developments in the Airport Overlay Zone must comply with the standards of the overlay zone in addition to the standards of the underlying zoning district.

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

The SE Capitol Boulevard Neighborhood is outside of the jurisdiction of the Shoreline Master Program. However, a few areas in the neighborhood could have an adverse effect on the Deschutes River and the goals of Shoreline Master Program if developed inappropriately.

These special areas of concern include the bluffs overlooking the river and the Palermo neighborhood. The Palermo neighborhood is well established and unlikely to change in the near future. However, the bluffs overlooking the river are, for the most part, undeveloped. The Shoreline Master Program makes recommendations for this bluff area.

## 8.2 Single Family Low Density Residential

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

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

The area east of Elm Street from East V Street to East Dennis Street has been designated Single Family Low Density Residential. Portions of this area are located in the Airport Overlay Zone. The purpose of the overlay zone in Chapter 18.32 Tumwater Municipal Code is to protect the viability of Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities and reducing hazards that may endanger the lives and property of the public and aviation users. The Airport Overlay Zone identifies a series of compatible use zones designed to minimize such hazards. New developments in the Airport

Overlay Zone must comply with the standards of the overlay zone in addition to the standards of the underlying zoning district.

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

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

The area surrounding the Thunderbird Village Mobile Home Park on the north, west, and south is appropriate for the Single Family Low Density Residential designation. This area is already bordered by some existing Single Family Low Density Residential developments such as Silver Ridge on the west and the Monaco subdivision on the south. In addition, the area contains some environmentally sensitive areas. Development in these areas should be of a lower density to ensure a careful regard for the sensitivity of the environment and to ensure neighborhood compatibility. For the most part, the Airport Overlay Zone generally does not apply in this area.

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

### **8.3 Single Family Medium Density Residential**

The residential areas east of Capitol Boulevard and north of Dennis Street, form a well-established and stable neighborhood in Tumwater. This area should and will remain residential in character, continuing to infill with residential uses on the good building sites that are still vacant. It is anticipated that over a 20-year period, densities will increase in this area. In order to protect the quiet residential atmosphere, promote neighborhood stability and continuity, and provide a variety of affordable housing types, the Single Family Medium Density designation would be appropriate for these areas.

Portions of this area are located in the Airport Overlay Zone. The purpose of the overlay zone in Chapter 18.32 of the Tumwater Zoning Code is to protect the viability of Olympia Regional Airport as a significant resource to the community by

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

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

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

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

There are approximately 90 homes with roughly 200 residents within the residential area accessed via West X Street. West X Street is the only access point for all of these homes. For health and safety reasons, as well as convenience for the residents of the neighborhood, a second access point to this particular neighborhood is necessary. 7<sup>th</sup> Avenue should be improved and connected between 65<sup>th</sup> Way and West Y Street through either a City project or when development occurs adjacent to the site. Steps should be taken to ensure the adjacent commercial uses to the west do not utilize this road on a regular basis. Steps can include, but are not limited to, restricting the adjacent commercial access points on the 7<sup>th</sup> Avenue frontage to gated emergency access only. Additional recommendations for this area are contained within the *Capitol Boulevard Corridor Plan*.

The area south of the Bonneville Power easement, east of Linderson, should be preserved in order to buffer the residences to the south from commercial uses. This



area contains mature trees and vegetation that would provide a suitable natural buffer.

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

#### **8.4 Multi-Family Medium Density Residential**

A 24 unit multi-family development (six fourplexes) is located north of the Peter G. Schmidt Elementary School on a two-acre property. In 2013, infrastructure was constructed on an adjacent two-acre property for an additional 24 townhomes to be managed by the Housing Authority of Thurston County. These townhomes are currently under construction as of the preparation of this plan (2016). This area was designated Multi-Family Medium Density Residential to provide higher density residential near schools, services, and transportation routes, including bus service routes. Additionally, a ten-acre parcel of land located directly to the east of the Thunderbird Village Mobile Home Park on Dennis Street has been designated Multi-Family Medium Density Residential.

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

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

#### **8.5 Multi-Family High Density Residential**

The area located east of Linderson Way, south of Lee Street SW, is comprised of several apartment complexes. This area has been designated Multi-Family High

Density Residential to reflect the current use of the area. This area is likely to continue to provide needed housing in Tumwater. Most of this area has been fully developed with dense multi-family apartment uses as planned.

## 8.6 Capitol Boulevard Community

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

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

The Economic Development Element and *Strategic Plan* make the following recommendations for the Capitol Boulevard corridor:

*Support the transformation of Capitol Boulevard from Southgate to Town Center by pursuing opportunities to enhance the visual appeal of the corridor, improving the vehicular and non-vehicular transportation system, and encouraging business revitalization and site redevelopment.<sup>9</sup>*

*Capitol Boulevard: Redevelopment opportunities along this important corridor should be aggregated and promoted collectively, describing the attractive characteristics of the area, including access to I-5, commute volumes, and proximity to neighborhoods, as well as the community's desire for a dynamic and walkable business district.<sup>10</sup>*

*Capitol Boulevard and the Littlerock Road Subarea are important short-term*

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<sup>9</sup> Economic Development Element Goal #6C p. 25

<sup>10</sup> Economic Development Element p. 33

*economic development opportunities, as they are changing and hold significant potential for development and redevelopment. Both areas are located near entrances to the city from I- 5 and their development will help to define Tumwater’s image in the region. City guidance and support via targeted infrastructure investment are important priorities of this Plan to ensure that these opportunities are fully realized.<sup>11</sup>*

*Continue to invest in transportation improvements throughout the city, enhancing vehicular and non-vehicular access and addressing traffic flow. Create better bike and pedestrian connections to enable residents to more easily access businesses along Capitol Boulevard and at Town Center<sup>12</sup>*

*While Capitol Boulevard functions as a major arterial, carrying heavy traffic around and through the city, there are opportunities to improve its visual appeal and economic functioning through infrastructure enhancement and the development of attractive places in key nodes near residential concentrations.*

*Key strategies include identifying opportunity sites and supporting them through infrastructure investment, streetscape improvement and beautification efforts, and design standards.<sup>13</sup>*

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

Wherever commercial uses are being constructed adjacent to residential uses, there is a potential for incompatibility and conflict. Where commercial development is adjacent to residential areas, buffering that can include landscaping and screening should be used to protect the residences from possible adverse impacts. Existing trees, other vegetation, and landscaping of aesthetic value should also be preserved wherever possible. The overall intent of these measures should be to visually separate the residential from the commercial uses and aid in discouraging through traffic from using the residential streets.

## 8.7 General Commercial

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<sup>11</sup> Economic Development Element p. 61

<sup>12</sup> Strategic Plan p. 11

<sup>13</sup> Strategic Plan p.16

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

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

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

## 8.8 Light Industrial

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

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

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

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

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

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

## 8.9 Utilities

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

## 8.10 Parks/Open Space

The Tumwater water shed is an area, located south of the Palermo neighborhood in

the Deschutes River Valley that is owned by Tumwater. The area contains several wells and is an important open space resource in the city. The Parks/Open Space designation would best preserve this area.

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

The *Capitol Boulevard Corridor Plan* and the Parks, Recreation, and Open Space Plan (Element) contain additional recommendations regarding parks, urban trails, and open space in this neighborhood.

### **8.11 Manufactured Home Park**

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

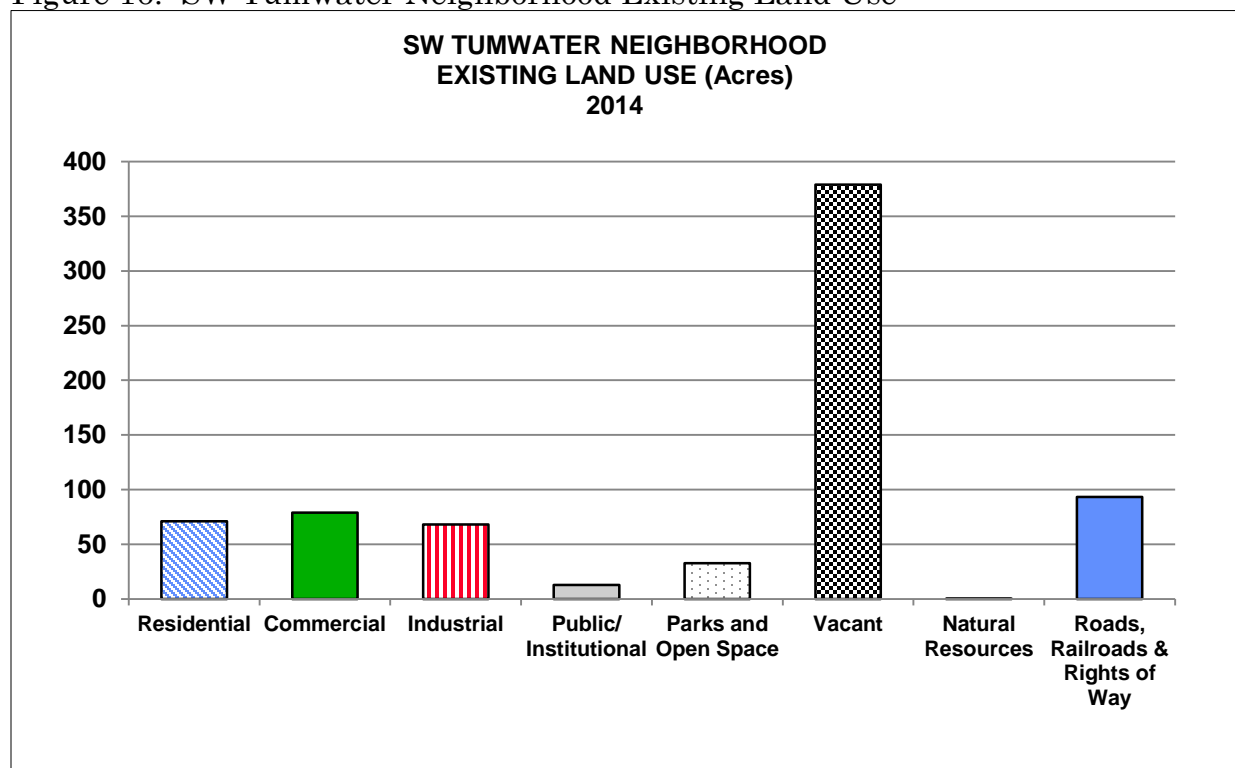
## **9. SW TUMWATER NEIGHBORHOOD**

1. Introduction
  - Location
  - Existing proportions of land uses
  - Transportation/circulation
  - Water and sewer availability/environmental constraints
  - Uses adjacent to Trospen Neighborhood
  - Supporting plans/documents
2. Light Industrial
  - 93rd Avenue/Interstate 5 vicinity
3. Single Family Low Density Residential
  - Area west of Kimmie Street between 83rd and 88th
4. Utilities
  - Natural gas pipeline and gate station

## 9.1 Introduction

The SW Tumwater Neighborhood is located near the Interstate 5 and 93<sup>rd</sup> Avenue interchange or Exit 99. Currently most of the area is vacant land that is envisioned as light industrial development in the future. Kimmie Street SW running north and south marks the eastern boundary of the area and Blomberg Street SW marks the western boundary. The northern boundary is the Olympia Regional Airport and the southern boundary is the city limits.

Figure 16. SW Tumwater Neighborhood Existing Land Use



Transportation within the area is two primary routes, 93<sup>rd</sup> Avenue running east and west and the Interstate 5 corridor running north and south. Several other collectors extend from 93<sup>rd</sup>. Interstate 5 bisects the subarea in a generally north-south direction. Other major north-south corridors include Kimmie Street SW and Blomberg Street SW, which extend to the south from the Olympia Regional Airport area.

## 9.2 Light Industrial

The Economic Development Element makes several recommendations for portions of



this area. The Land Use Element incorporates these Economic Development Element recommendations. For the area immediately south of the Olympia Regional Airport, the Economic Development Element recommends Industrial/Commercial land uses, with specific preferred land uses being the following:

- Wholesale
- Warehouse
- Industrial
- Heavy equipment

The Economic Development Element also recommends industrial/commercial uses for the vicinity of the Interstate 5 - 93rd Avenue interchange. North of the interchange area, the element also recommends industrial/commercial uses, except for low density residential along the west side of the interstate in areas containing environmentally sensitive conditions. Current City zoning limits the size of distribution warehouses in this area to reduce the impacts of truck traffic on the neighborhoods to the east of Kimmie Road. This restriction should remain in place and further clarifications made to City code to better define allowable industrial uses in this area.

The recommendations of the Economic Development Element 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, including areas with sensitive aquifers, poor drainage, and the existence of wetlands. The portions of the area 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 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 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 recommended that all areas designated Light Industrial west of Interstate 5 and north of 93rd Avenue in this area be provided automobile access from 93rd Avenue. A network of internal connections and shared access between parcels and developments should also be required. 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.

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.

### **9.3 Single Family Low Density Residential**

On Kimmie Street SW between 83rd and 88th Avenues there is a small strip of land designated Single Family Low Density. The designation was applied in this area based on prior use when the first comprehensive and joint plan was adopted in the early 1990s. The lots are relatively large, greater than one acre usually, and have single-family homes on them. Development in this area is difficult due to period of high groundwater flooding.

### **9.4 Utilities**

A natural gas pipeline is located in the southern portion of Tumwater and the Urban Growth Area. It traverses two neighborhoods including the Airport neighborhood and the SW Tumwater Neighborhood. The Williams Gas Pipeline Company owns and operates this buried pipeline. The pipeline lies roughly in an east/west direction. It crosses 93rd Avenue in the vicinity of Hart Road, crosses Kimmie Road around 91st Avenue, and then continues in a westerly direction under I-5 to a natural gas gate station on the west side of I-5. From the gate station, it continues westerly towards Grays Harbor County.

**NEIGHBORHOOD APPENDIX**  
**CHAPTER 9 – SW TUMWATER NEIGHBORHOOD**

*Amended January 2018, O2017-024,  
January 2019, O2018-006, December 2019, O2019-004,  
and November 2020, O2020-002*

Special care should be taken when designating land uses near buried pipelines. Existing residents and property owners should be reminded of the pipeline location on a regular basis and the importance of utilizing the “Call before you Dig” hotline (811). In the past, this particular pipeline has not been very noticeable on official city maps such as Future Land Use, zoning, or other maps such as Joint Plan Land Uses. To further ensure that the public is aware of the risks involved with buried pipelines, this pipeline corridor should be designated Utilities and shown on the official Land Use map for Tumwater. It should also be shown on the Official zoning map for Tumwater. Consideration should be given to limiting high-risk land uses near this pipeline.

## **10. TROSPER NEIGHBORHOOD**

### **1. Introduction**

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

### **2. Residential/Sensitive Resource**

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

### **3. Single Family Low Density Residential**

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

### **4. Single Family Medium Density Residential**

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

### **5. Multi-Family Medium Density Residential**

- Barnes Lake Park south of Barnes Lake

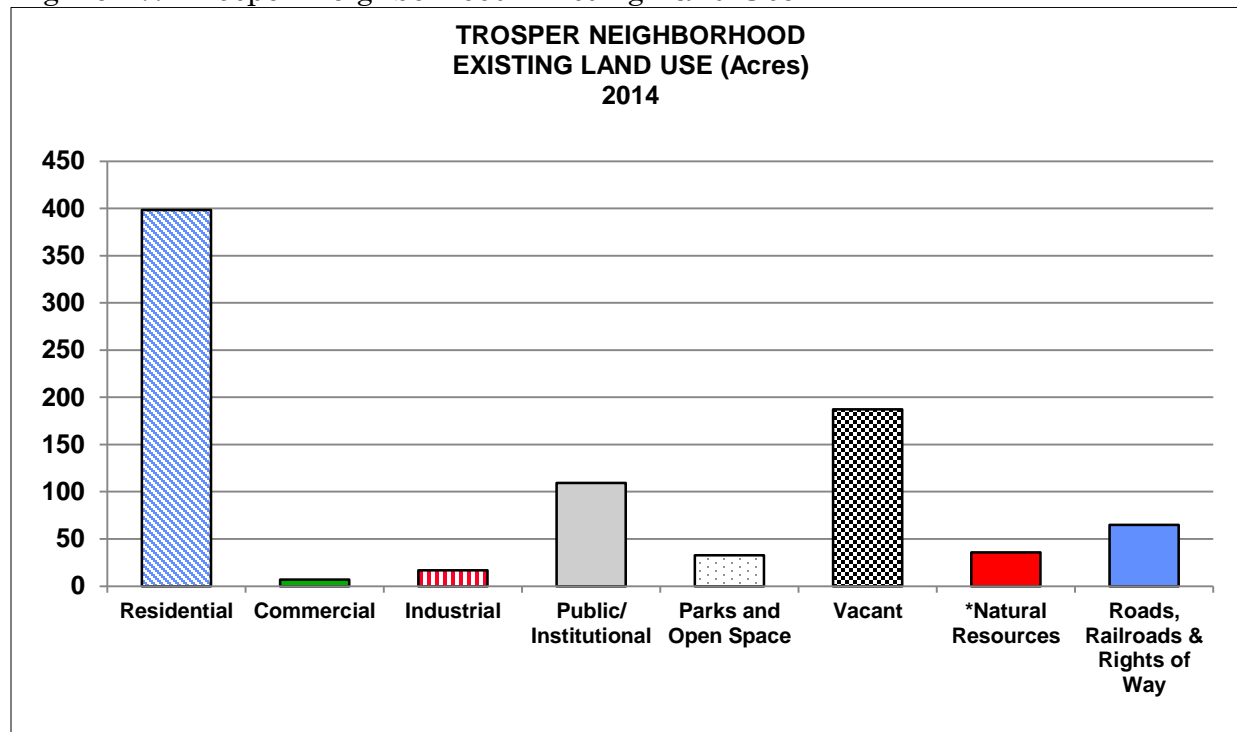
- Area south of Trospen Road near Schoth Road SW
- Area east of Barnes Lake, west of 2nd Avenue
- 6. Multi-Family High Density Residential
  - Area east of Rural Road, south of Central Avenue, north of Trospen Road
- 7. Mixed Use
  - Area east of 2nd Avenue
- 8. General Commercial
  - 2nd Avenue/Barnes Lake vicinity
- 9. Light Industrial
  - Beehive Industrial Park area
  - Bonneville Power Administration facility vicinity
- 10. Public/Institutional
  - Michael T. Simmons Grade School/North End Fire Station
- 11. Utilities
  - Bonneville Power Administration facility and associated transmission line easements, northwest of Trospen Lake to Trospen Road vicinity
  - Puget Sound Energy Barnes Lake substation west of 2nd Avenue, north of Trospen Road
- 12. Shoreline Environment
  - Trospen Lake

13. Parks/Open Space
  - Percival Creek
  - Barnes Lake
  
14. Manufactured Home Park (6-9 Dwelling Units/Acre)
  - Eagles Landing Manufactured Housing Community
  - Tumwater Mobile Estates
  - Western Plaza Mobile Home Park

### 10.1 Introduction

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

Figure 17. Trospen Neighborhood Existing Land Use



Source: Thurston Regional Planning Council Buildable Lands Database – *Land Use by Planning Area*

Notes: \*Includes agriculture, forestry, and mining

Figure 18 illustrates the many diverse types of land uses that presently exist in the Trospen Neighborhood. Residential is the dominant use and includes many different types of residential uses including single-family homes, mobile home parks, condominiums, and apartments. The second most dominant use is vacant land. Small amounts of commercial uses are located on 2<sup>nd</sup> Avenue. The open space category includes areas along Trospen Lake and Percival Creek. The public/institutional category includes the Michael T. Simmons Grade School located at the corner of Linwood and 2<sup>nd</sup> Street.

The Beehive Industrial Park located on the north side of Trospen Road and the area in the vicinity of the Bonneville Power Administration facility at the west end of 54<sup>th</sup>

Avenue are the neighborhood's industrial areas. The Bonneville Power Administration facility, located on Trospers Road between 49<sup>th</sup> Avenue and 54<sup>th</sup> Avenue, and the associated power transmission line easements are designated Utilities.

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

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

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

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

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

The Parks, Recreation, and Open Space Plan (Element) should be referenced for recommendations for trails and parks within the Trospers Neighborhood.

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

All uses within the Trospers Neighborhood should follow the guidelines for groundwater protection set forth in the *Northern Thurston County Ground Water*



*Management Plan.*

## **10.2 Residential/Sensitive Resource**

The area west of Rural Road south of Sapp Road has been designated Residential/Sensitive Resource (2 - 4 Dwelling Units/Acre) to ensure that the unique open space character and environmental sensitivity of Percival Creek is protected from the effects of intensive urban development. Most of the southern portion of Percival Creek lacks sufficient stream flow to be under the protection of the Shoreline Management Act and, therefore, lacks the special protection measures afforded by the Act. However, Percival Creek connects two areas of the city that are under the protection of the Shoreline Management Act: Trospers Lake and the Black Lake Drainage Ditch/Percival Creek Lower Reach.

Areas in the 100-year flood plain have been designated Parks/Open Space to ensure consistency with the Conservation Element. Areas outside of the 100-year flood plain, however, should receive a land use designation that would be low intensity yet still allow for development on sanitary sewer in order to protect Percival Creek and the groundwater in this area.

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

## **10.3 Single Family Low Density Residential**

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

The area west of the railroad tracks is currently developed with a rural level of development. This area has been designated Single Family Low Density Residential to reflect the surrounding lower density uses in the county. As this area is developed, 54<sup>th</sup> Avenue should be extended across the railroad tracks and connect with Black Lake-Belmore Road and 49<sup>th</sup> Avenue. Transportation connections in these areas will

help to reduce impacts of development on established residential neighborhoods. It will also help to improve traffic circulation within the general area, which is constrained by large areas of wetlands, the railroad tracks, and Black Lake.

The area near Louise Street and Fiesta Street, south of Trosper Road and north of Trosper Lake consists of established single-family residential dwellings. Given the nature of the existing uses in this area and its location near Trosper Lake, this area has been designated Single Family Low Density Residential. The parcel of land west of Louise Street and north of Trosper Lake has been designated Single Family Low Density Residential. It can be expected that lower density residential uses in this area will eventually transition to higher density uses over a 20-year time period partially because of adjacent higher density uses to the north, south, and east. This issue should be re-examined as the Land Use Element is updated

#### **10.4 Single Family Medium Density Residential**

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

The area west and north of Barnes Lake forms a well-established and stable neighborhood in Tumwater. This area should and will remain residential in character. It is anticipated that over a 20 year time period densities will increase in this area. In order to protect the quiet residential atmosphere, promote neighborhood stability and continuity, and provide a variety of affordable housing types, the Single Family Medium Density designation would be appropriate in this area.

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

#### **10.5 Multi-Family Medium Density Residential**

The area south of Barnes Lake is dominated by the Barnes Lake Park condominium development. The Multi-Family Residential Medium Density designation best reflects this current use and it will serve as an appropriate designation for the future. To protect the residential character of this neighborhood, physical buffers should be established to minimize the impact of the commercial development along Trospers Road. These buffers could take many forms, but their overall intent should be to visually separate the residential from the commercial uses and aid in discouraging through-traffic from using the residential streets.

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

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

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

### **10.6 Multi-Family - High Density Residential**

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

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

Clustering and density transfer using a Planned Unit Development should be considered where limitations for development exist in this area. The land, developed

as a Planned Unit Development, could be ideally suited for cluster construction of small lots with large open spaces of undevelopable area.

### **10.7 Mixed Use**

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

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

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

### **10.8 General Commercial**

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

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

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

## 10.9 Light Industrial

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

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

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

Another area designated light industrial is located near the Bonneville Power Administration transmission station on Trosper Road. This area contains an existing pipe manufacturing company industrial use next to the railroad tracks. However, most of the manufacturing activity occurs on an adjacent property to the south in the Littlerock Neighborhood and it is accessed from Belmore Street via 66<sup>th</sup> Avenue. The northern parcel of this pipe manufacturing operation is currently used for product storage. This northern parcel has frontage on 54<sup>th</sup> Avenue.

Belmore Street needs to be extended to 54<sup>th</sup> Avenue and/or Trosper Road. The Belmore Street connection will help to reduce impacts to established residential neighborhoods on 70<sup>th</sup> Avenue as trucks travel to and from the freeway system. It will also help to improve traffic circulation within the general area, which is constrained by large areas of wetlands, the railroad tracks, and Black Lake.

This industrial area has rail access, which is expected to continue to the north. This could be advantageous to industrial development. The railroad tracks help to provide a buffer to the residential uses to the west; however, light industrial uses adjacent to residential areas also should be buffered from adjacent residential development using required setbacks, landscaping, walls, or other appropriate means. The intent of this

buffering is to ensure that residential areas are not adversely affected by noise, light, dust, traffic or other impacts that may be associated with industrial development.

### **10.10 Public/Institutional**

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

### **10.11 Utilities**

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

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

### **10.12 Parks/Open Space**

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

Percival Creek, which is part of the 100-year floodplain, is presently zoned Open Space. The majority of Percival Creek lacks sufficient stream flow to be under the protection of the Shoreline Management Act. However, Percival Creek connects two areas of the city that are under the protection of the Shoreline Management Act: Trospen Lake and the Black Lake Drainage Ditch. Additionally, the Conservation

Element contains specific regulations for development in wetland areas that would also protect Percival Creek and its associated wetlands. Percival Creek must continually be protected - not to prohibit uses, but to see that activities adjacent to the creek are compatible with the stream environment. The Parks/Open Space designation is conducive to achieving these goals in areas within the 100-year flood plain.

Barnes Lake is a relatively shallow lake with areas of marshlands along its edge, subject to seasonal high standing water. Barnes Lake has undergone changes in regulatory status relative to the Shoreline Management Act since 1971. It is currently considered a regulated water body under that Act and it is identified as such in Tumwater's approved Shoreline Master Program. Additionally, the shores of Barnes Lake are subject to severe settling problems.

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

### **10.13 Manufactured Home Park**

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

**11. TUMWATER HILL NEIGHBORHOOD**

1. Introduction

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

2. Residential/Sensitive Resource

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

3. Single Family Low Density Residential

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

4. Single Family Medium Density Residential

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



5. Multi-Family Medium Density Residential
  - Breckenridge development
  - Somerset Hill development
6. Multi-Family High Density Residential
  - Area south of Highway 101, east of the Crosby Boulevard interchange
  - Area south of Somerset Hill Drive, west of Crosby Boulevard
7. Neighborhood Commercial
  - Old City Hall area
  - Area at the intersection of Barnes Boulevard SW and Ridgeview Loop SW
8. General Commercial
  - Area east of RW Johnson Boulevard
  - Mottman Road interchange
  - Area east of Percival Creek, north of Mottman Road
9. Light Industrial
  - Area south of 21st Avenue Southwest, north of Percival Creek
  - Area south of Percival Creek, east of RW Johnson Boulevard
10. Utilities
  - Puget Sound Energy easement
  - Puget Sound Energy substation west of 7th Street, south of Ferry Street

11. Shoreline

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

12. Public/Institutional

- Tumwater Hill Elementary School
- C Street water tanks
- Mottman Hill water tank
- Linwood property
- Mottman stormwater detention pond
- National Guard Armory - Linwood Avenue and 4th Avenue

13. Parks/Open Space

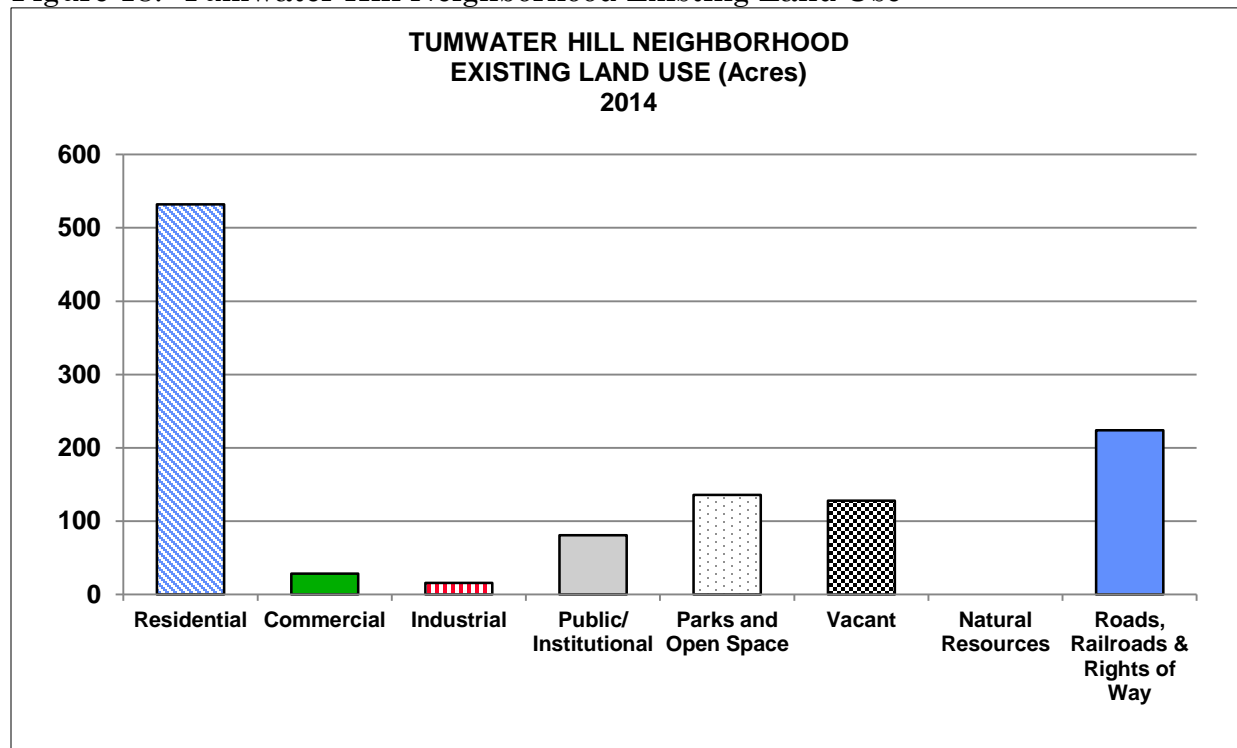
- Tumwater Overlook Point Park
- Tumwater Hill Park
- Desoto Canyon
- 5th and Hayes Street Park
- Percival Creek north of Mottman Road
- Percival Creek south of Olympia, north of Sapp Road
- Jim Brown Park

11.1 Introduction

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

Figure 19 illustrates the proportion of existing uses in the neighborhood. The designations of existing uses are based on the categories of land use developed for the inventory and are not related to the designations of the Land Use Element which are intended to guide development for the 20 year planning period.

Figure 18. Tumwater Hill Neighborhood Existing Land Use



Source: Thurston Regional Planning Council Buildable Lands Database – *Land Use by Planning Area*

Residential is the most dominant use at 43%. Residential uses in this neighborhood consist of a diverse mixture of multi-family, single-family, and duplex uses. As the graph indicates, vacant land is the second largest category. Much of this land is on Tumwater Hill. There are also large areas of vacant land in the southern area of the

neighborhood. The public institutional category at 7% is comprised of such uses as water tanks, stormwater detention ponds and other municipal facilities. Commercial (8%) and industrial uses (2%) consist of small, scattered commercial areas and an industrial area that is part of the Mottman Industrial Park.

One of the most important improvements recommended by the Northwest Quadrant Traffic Study was the extension of Crosby Boulevard to Sapp Road. This extension has now been completed.

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

A potentially important impact of development in the Tumwater Hill Neighborhood would be an increase of traffic volume on streets within the Tumwater Hill area. Streets should be designed to allow all lot owners adequate access to their properties without encouraging outside commercial traffic.

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

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

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

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

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

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

### **11.2 Residential/Sensitive Resource**

The area north of Sapp Road, east of RW Johnson Boulevard, south of Somerset Hill Drive, and west of Crosby Boulevard has been designated Residential/Sensitive Resource (2-4 Dwelling Units/Acre) to ensure that the unique open space character and environmental sensitivity of Percival Creek is protected from the effects of intensive urban development. Most of Percival Creek lacks sufficient stream flow to be under the protection of the Shoreline Management Act; and, therefore, lacks the special protection measures afforded by the Act.

However, Percival Creek connects two areas of the city that are under the protection of the Shoreline Management Act: Troser Lake and the Black Lake Drainage Ditch/Percival Creek Lower Reach. Areas in the 100-year flood plain have been designated Parks/Open Space to ensure consistency with the Conservation Element. Areas outside of the 100-year flood plain, however, should receive a land use designation that would be low intensity yet still allow the area to be developed on sanitary sewer in order to protect Percival Creek itself and the groundwater in the area.

### **11.3 Single Family Low Density Residential**

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

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Residential/Sensitive Resource designation (2 - 4 Dwelling Units/Acre).  
Consequently, the Single Family Low Density designation would be appropriate for this area.

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

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

#### **11.4 Single Family Medium Density Residential**

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

The area of Somerset Hill Drive, west of Crosby Boulevard is a well-established, single-family neighborhood with some duplex development. The Single Family Medium Density designation would best reflect the current use of this area and would allow for possible future infill that is compatible with the existing neighborhood. Areas adjacent to the Parks/Open Space designation of Percival Creek would not meet the criteria established for application of the Residential/Sensitive Resource Designation (2 - 4 Dwelling Units/Acre).

The residential areas of the Tumwater Hill Neighborhood west of Interstate 5 form a well-established and stable neighborhood in Tumwater. This area should and will remain residential in character, continuing to in-fill with residential uses on the good building sites that are still vacant. It is anticipated that, over a 20-year period, densities will increase in this area. In order to protect the quiet residential atmosphere, promote neighborhood stability and continuity, and provide a variety of affordable housing types, the Single Family Medium Density designation would be appropriate in this area.

**11.5 Multi-Family Medium Density Residential**

The Tumwater Hill Neighborhood possesses several recently constructed apartment developments. These include Breckenridge at the northeast corner of Barnes Boulevard and Crosby Boulevard, Somerset Hill at the top of Tumwater Hill on both sides of Barnes Boulevard, and Westridge, located east of Somerset Hill Drive and west of Crosby Boulevard. The Multi-Family Medium Density designation at a maximum density of 15 dwelling units per acre would be appropriate for this area given existing uses and environmental and infrastructure constraints of the surrounding area.

It is recommended that undeveloped areas with the Multi-Family Medium Density designation be subject to design standards to ensure that multi-family development is compatible with existing and surrounding neighborhoods and to provide guidelines for innovative land use management techniques. Sections 2.2.4 and 2.2.5 of the Land Use Element address the issue of design standards.

**11.6 Multi-Family High Density Residential**

The area south of Highway 101, east of the Crosby Boulevard interchange, is well suited to the Multi-Family High Density designation due to its proximity to the freeway and existing and proposed uses on the site. Provision of urban plazas and access to transit stops should be encouraged when new construction or major renovation is proposed in this area. Incentives for providing such amenities should be sought. The area south of the intersection of Crosby Boulevard and Somerset Hill Drive has also been designated Multi-Family High Density to reflect the surrounding uses.

**11.7 Neighborhood Commercial**

Non-residential land uses in the specific area facing 2<sup>nd</sup> Avenue SW, south of Clark Street SW, adjacent to and north of Bates Street SW, and including the Old City Hall, are desirable. Steep slopes affect the site, highway noise from Interstate 5 and traffic from a recently improved off-ramp from Highway 101 and the Custer Way Bridge. Because of these constraints, residential uses on the site cannot be considered practical. The site would be appropriate for such uses as community services or offices. Existing residential uses south of the site should be preserved and protected. Uses that may result in generation of high traffic volumes should be discouraged.

The area near the intersection of Barnes Boulevard SW and Ridgeview Loop SW is suitable for a neighborhood commercial use. The Neighborhood Commercial designation would allow neighborhood-scale retail uses, personal services, and

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professional offices in this area where local demand, community support, and design solutions demonstrate compatibility with the neighborhood.

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

### **11.8 General Commercial**

The area east of RW Johnson Boulevard, and north of Somerset Hill Drive has been designated General Commercial. The area is well suited to commercial use because of its ability to serve nearby residential areas in northwest Tumwater. The Olympia School District has a bus storage and maintenance facility in the southern part of this site. A buffer of trees on the eastern side, north of the bus facility and adjacent to the Firland subdivision, should be preserved in order to protect the subdivision from noise and other impacts from commercial uses. During site plan review for the subject property, special care should be taken to use the established tree preservation and replacement requirements to buffer development of the subject property from the adjoining residential area. If the SEPA analysis during development review discloses a greater need for buffering than is required by the existing City landscaping ordinance, then the SEPA responsible official should issue appropriate SEPA conditions to address these concerns.

Residential development is allowed within a half mile of South Puget Sound Community College to help provide student housing.

The Crosby Road and Highway 101 interchange is appropriate for the General Commercial designation due to its location adjacent to Highway 101. Commercial development is a natural use for the immediate interchange area.

The site of the former TAMARC Rehabilitation Center is appropriate for the General Commercial designation. Any expansion or replacement of existing buildings in this area should be of a scale and appearance that is compatible with and adequately buffered from, the adjoining residential area. If the SEPA analysis during development review discloses a greater need for buffering than is required by the existing City landscaping ordinance, then the SEPA responsible official should issue appropriate SEPA conditions to address these concerns.



The area east of Percival Creek and north of Mottman Road is appropriate for commercial development. Presently, a tavern and a commercial warehouse operation exist on the site. This area is adjacent to Percival Creek on two sides. Care should be taken to protect these areas. Additionally, the portion of Percival Creek on the northern side is under the jurisdiction of the Shoreline Master Program that severely restricts land uses within the creek area.

In any area where commercial development is adjacent to residential areas, landscaping, screening, and buffering should be used to protect the residences from possible adverse impacts. Existing trees and other vegetation with landscaping and aesthetic value should be preserved where practical. Whenever local commercial development is located adjacent to major streets, ingress, and egress should be from the lesser of the intersecting arterials.

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

### **11.9 Light Industrial**

The area south of 21st Avenue Southwest and north of Percival Creek is presently used as a State Department of Transportation maintenance and storage facility. The Light Industrial designation has been applied to this site due to its access to the freeway and its proximity to the Mottman Industrial Park.

The area south of Percival Creek, east of RW Johnson Boulevard and north of Mottman Road, is part of the Mottman Industrial Park. This area should be developed with commercial, industrial and warehouse uses. Care must be taken, however, to protect existing and future residential uses which exist within and adjacent to the Tumwater Hill Neighborhood from impacts from industrial uses through the use of buffering and other means where possible. Additionally, truck traffic should be discouraged from traveling through residential areas.

**11.10 Utilities**

The Puget Sound Energy easement located in the southwestern portion of the neighborhood and the substation west of 7th Street and south of Ferry Street have been designated Utilities to ensure continued use as such. Future electrical facilities should be developed in accordance with the policies contained within the Utilities Element.

**11.11 Public/Institutional**

The Tumwater Hill Elementary School is located south of Barnes Boulevard and east of Crosby Boulevard. The site has been designated Public/Institutional to reflect the current and probable future use of the site as a school.

The Public Works Department actively uses the C Street water pumping facilities located at the end of C Street and the Mottman Hill water tank located south of the Tumwater Overlook Point Park for water storage. In light of this, the site has been designated Public/Institutional.

North of Linwood Avenue and east of Sapp Road is an area owned by Tumwater known as the Linwood property. Presently, this 19-acre site has a barn on it. This property is currently used for a regional stormwater pond, walking trails and a community garden being operated as an agricultural teaching facility by the Tumwater School District and Garden Raised Bounty, in cooperation with the City. Because of existing ownership by the City and these uses, the site has been given the Public/Institutional designation.

The Mottman stormwater detention pond is owned by Tumwater and is actively used for stormwater detention. Therefore, the site has been designated Public/Institutional.

The National Guard Armory at the corner of 2nd Avenue and Linwood Avenue has been designated Public/Institutional to reflect the current use of the site.

**11.12 Parks/Open Space**

The Tumwater Hill Neighborhood has excellent opportunities for the provision of parks and open space. The Parks, Recreation, and Open Space Plan (Element) should be referenced for specific recommendations for Parks/Open Space within the Tumwater Hill Neighborhood.

The Tumwater Overlook Point Park is a small pocket park located north of the

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Mottman Hill water tank and provides an excellent view of the Olympia area and the southern Puget Sound. The view from this point should be protected. This area has been designated Parks/Open Space to continue the existing use.

The Tumwater Hill Park is a 25.5-acre neighborhood south of the Tumwater Hill School. The Parks/Open Space designation has been applied to this area.

The Jim Brown Park is located at 5<sup>th</sup> and Bates Street. The Parks/Open Space designation has been applied to this area to reflect the current use of the site.

The portion of the creek drainage between Desoto and Bates Streets and east of 5th Avenue known as Desoto Canyon is owned by Tumwater. This area could be used as a scenic and natural trail system in the near future. The Parks, Recreation, and Open Space Plan (Element) should be referenced for specific recommendations in this area.

The 5th and Hayes Street Park, sometimes call the Grant Pocket Park, is located at 5th and Hayes Street. At this time, this use is expected to continue. In light of this, the Parks/Open Space designation would be appropriate for the area.

Percival Creek crosses the Tumwater Hill Neighborhood in two areas: the area north of Mottman Road and the area between the Olympia island and Sapp Road. Percival Creek is considered a major salmon stream of naturally occurring species. It should also be noted that Percival Creek is the primary source of freshwater supply to the Percival Cove Salmon rearing pond, which is owned and operated by the State Department of Fish and Wildlife.

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

As development occurs, the City should make every effort to preserve corridors for trails and connections between park and open space areas and for bike trails as outlined in the Parks, Recreation, and Open Space Plan (Element).