



CITY OF  
**TUMWATER**

**PLANNING COMMISSION  
MEETING AGENDA**

**Online via Zoom and In Person at  
Tumwater City Hall, Sunset Room, 555  
Israel Rd. SW, Tumwater, WA 98501**

**Tuesday, May 28, 2024  
7:00 PM**

1. Call to Order
2. Roll Call
3. Changes to Agenda
4. Approval of Minutes
  - [a.](#) Tumwater Planning Commission Minutes May 14, 2024
5. Commissioner's Reports
6. Manager's Report
  - [a.](#) Ongoing 2024 Planning Commission Meeting Schedule
7. Public Comment
- [8.](#) 2025 Comprehensive Plan Periodic Update – Land Use
9. Next Meeting Date - 06/11/2024
10. Adjourn

**Meeting Information**

The public are welcome to attend in person, by telephone or online via Zoom.

**Watch Online**

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**Public Comment**

The public is invited to attend the meeting and offer comment. The public may register in advance for this webinar to provide comment:

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After registering, you will receive a confirmation email containing information about joining the webinar.

The public may also submit comments prior to the meeting by sending an email to: [cdd@ci.tumwater.wa.us](mailto:cdd@ci.tumwater.wa.us). Please send the comments by 1:00 p.m. on the date of the meeting. Comments are submitted directly to the Commission Members and will not be read individually into the record of the meeting.

If you have any questions, please contact Planning Manager, Brad Medrud at (360) 754-4180 or [bmedrud@ci.tumwater.wa.us](mailto:bmedrud@ci.tumwater.wa.us).

### **Post Meeting**

Audio of the meeting will be recorded and later available by request, please email [CityClerk@ci.tumwater.wa.us](mailto:CityClerk@ci.tumwater.wa.us).

### **Accommodations**

The City of Tumwater takes pride in ensuring that people with disabilities are able to take part in, and benefit from, the range of public programs, services, and activities offered by the City. To request an accommodation or alternate format of communication, please contact the City Clerk by calling (360) 252-5488 or email [CityClerk@ci.tumwater.wa.us](mailto:CityClerk@ci.tumwater.wa.us). For vision or hearing impaired services, please contact the Washington State Relay Services at 7-1-1 or 1-(800)-833-6384. To contact the City's ADA Coordinator directly, call (360) 754-4128 or email [ADACoordinator@ci.tumwater.wa.us](mailto:ADACoordinator@ci.tumwater.wa.us).

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### *What is the Planning Commission?*

*The Tumwater Planning Commission is a citizen advisory commission that is appointed by and advisory to the City Council on the preparation and amendment of land use plans and implementing ordinances such as zoning. Actions by the Planning Commission are not final decisions; they are Commission recommendations to the City Council who must ultimately make the final decision. If you have any questions or suggestions on ways the Commission can serve you better, please contact the Community Development Department at (360) 754-4180.*

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### **Decorum Statement**

Welcome to the Planning Commission meeting. We thank you for attending.

The City Council encourages community engagement in local government and provides a variety of ways to participate.

The Chair of the Planning Commission will be responsible for conducting orderly and efficient meetings within the scheduled time. To accomplish that, the Chair will maintain order and decorum and can regulate inappropriate debate, repetitious discussion, and disruptive behavior when needed.

The Chair will recognize those that wish to speak and may limit the time allowed for individual comments. City staff will record questions and comments during the meeting. If an issue or question cannot be addressed during the meeting, City staff will address the issue or respond to the question by following up with the individual.

We respectfully request that attendees refrain from disruptions during the meeting and comply with decorum rules.

Thank you for participating.

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**CONVENE:** 7:00 p.m.

**PRESENT:** Chair Elizabeth Robbins and Commissioners Grace Edwards, Terry Kirkpatrick, Brandon Staff, Michael Tobias, and Anthony Varela.

Staff: Planning Manager Brad Medrud, Land Use and Housing Planner Erika Smith-Erickson, and Senior Planner Alex Baruch.

**CHANGES TO AGENDA:** There were no changes to the agenda.

**APPROVAL OF  
MINUTES  
TUMWATER  
PLANNING  
COMMISSION:  
MARCH 26, 2024 &  
APRIL 23, 2024**

**MOTION:** **Commissioner Staff moved, seconded by Commissioner Edwards, to approve the minutes of March 26, 2024, and April 23, 2024, as published. A voice vote approved the motion unanimously.**

**COMMISSIONER'S REPORTS:** Chair Robbins advised of a call for the 4<sup>th</sup> of July Parade for judges. She encouraged Commissioners to consider volunteering as a judge.

**MANAGER'S REPORT:** Manager Medrud reported on ongoing recruitment efforts for an Associate Planner and Senior Planner, and possibly another position. Staff continues to seek candidates to fill vacancies on the Planning Commission. Some candidates have submitted an application for consideration. Staff is preparing for the Housing Element Open House on May 29, 2024, in-person at 7 p.m. in the Council Chambers in conjunction with an online component. A public notice is scheduled next week for the open house.

Planner Smith-Erickson advised of her plans to host a table display on Friday, May 10, 2024, at the Tumwater Library from 10 a.m. to 2 p.m. to engage members of the community as a follow-up to the community survey responses about public outreach. A housing survey has been developed and will be released following public notice of the open house. The survey will be available at the library as well. The online open house will feature a story map, a new survey, and interactive tools.

Manager Medrud reported staff has met numerous times with various stakeholders for the Housing Element to include service providers and developers. The input will help inform the open house and the update

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of the Housing Element.

Manager Medrud reported on a conversation with the Thurston County Planning Manager on the status of updating the Joint Plan for the urban growth area later in the year. As part of the process, a concurrent update of Development Code regulations will be completed. The activities will be reflected on an updated Commission meeting schedule.

**PUBLIC COMMENT:** There were no public comments.

**2025**  
**COMPREHENSIVE**  
**PLAN PERIODIC**  
**UPDATE –**  
**CONSERVATION:**

Planner Baruch reported the last briefing on the Conservation Element was in October 2023. The briefing will review some of the background on required updates to meet recent state code changes and the updated format of the Conservation Element Goals, Policies, and Implementation Actions.

The Growth Management Act (GMA) requires the City to demonstrate that each element in the Comprehensive Plan meets the 15 planning goals. Two of the goals address natural resource industries and the environment. The Conservation Element includes specific guidelines and policies to ensure the viability of natural resource industries and activities. The Conservation Element also ensures the viability of natural resource industries in the City through the identification of such lands in the Conservation Element text and maps. The Legislature updated the Environment Goal in 2023 to add a requirement to enhance the environment. The Conservation Element contains specific policies related to air, water quality, water availability, and protection and preservation of critical areas. New regulations require addressing ways to enhance the environment. Additionally, each land use designation in the Conservation Element must be of an appropriate intensity in terms of location. Areas of environmental sensitivity need to be designated as open space or a lower intensity designation than other areas in the City.

During the 2016 update, best available science was included in the element. The City's Critical Areas Ordinance was subsequently amended to align with state requirements.

Topics for the 2025 update include incorporating environmental justice within goals and policies, discuss the use of habitat conservation plans and management of affected listed species and prairie ecosystems across private and public lands in the City, use best available science and update policies to designate and protect critical areas, use current data to update all maps within the Comprehensive Plan, move goals and policies related to climate mitigation and greenhouse gas emissions targets to the new Climate Element, add references to updated Shoreline Master Program, Thurston Climate Mitigation Plan, and the Urban Forestry Management Plan, update policies on urban agricultural,



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forestry resources lands, and mineral resource lands, update Tumwater Municipal Code, and simplify language within the goals, policies, and implementation actions.

Chair Robbins asked whether the recent adoption of the Urban Wildland Interface Code would be incorporated within the Conservation Element. Manager Medrud explained that because the Legislature essentially pulled most of the proposed changes, the result was direction to the Department of Natural Resources to complete new mapping. Changes in the code were minimal and addressed building requirements within designated areas, such as certain types of siding and roofing materials with no changes addressing vegetation outside the building envelope. Staff plans to address the Urban Wildland Interface Code through the Climate Element in the adaptation section of the Natural Hazard Mitigation Plan.

Planner Baruch reported the goals are statements of desired outcomes or intended achievements. Policies are specific statements that guide actions and provide a framework for future decision-making. Actions are specific implementations of goals and policies.

Planner Baruch commented on the importance of understanding policy strength continuum when developing goals and policies. He cited an example of the City of SeaTac's policies, goals, and actions reflective of a good example of how the city further categorized goals into subcategories. Staff proposes to update the format and incorporate active language.

Chair Robbins inquired about the timeline associated with completion of action items. Planner Baruch responded that the timeline will partially be dependent upon the budget and the ability of staff to implement some actions. The planning horizon is 20 years with many of the actions occurring throughout the 20 years while others may be continuous actions occurring over time.

Manager Medrud noted that one ongoing action would be updating regulations with best available science as new science becomes available. Other actions would be initiated through the Water Resources and Sustainability Department initiatives that are project-specific. Another good example is implementation of the City's Habitat Conservation Plan if approved by the U.S. Fish and Wildlife Service. Implementation of the plan will cover a span of several years.

Commissioner Kirkpatrick noted that the City prioritized specific actions within the Urban Forestry Management Plan to account for funding and staff resource availability. He suggested implementing a similar approach in the Conservation Element.

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Planner Baruch reviewed a new spreadsheet format of columns depicting *New Goal New Policy New Action; Initial Staff Proposed Language; Staff Notes; Old Goal Old Policy Old Action; Current Goal, Policy, or Action; and Planning Commission Notes.*

Manager Medrud invited feedback on the proposed format. The intent is to utilize the spreadsheet format for all Comprehensive Plan Elements for consistency throughout the document.

Chair Robbins suggested adding information to the staff notes on potential outcomes or weaknesses that should be strengthened, as well as any costs attached to an action or additional costs required to achieve a particular goal.

Manager Medrud said the Commission's review of the material will overlap with feedback from other City departments. Staff will likely update the format based on internal reviews when the Commission reviews the information in June.

Planner Baruch described how the goals were grouped into three main categories with subcategories:

- Overarching Environment Goals:
  - Use Best Available Science
  - Promote natural resources conservation and critical area protection within the community
  - Enhance water quality
  - Enhance natural drainage systems
  - Improve air quality
- Environmentally Sensitive Areas:
  - Protect streams and lakes
  - Enhance wetlands
  - Protect groundwater
  - Protect geological hazardous areas
  - Preserve floodplains
  - Enhance wildlife habitat
- Natural Resource Areas:
  - Support Urban Agriculture
  - Support Urban Forestry
  - Protect Mineral Resources Lands

Planner Baruch invited comments and suggestions by May 31, 2024, to enable time to incorporate any changes for preparation for the next review on June 11, 2024.

Manager Medrud noted that the Commission is scheduled to review the

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complete draft of the updated Conservation Element in October to include all background information and policy language.

Commissioner Tobias inquired about the type of mineral resources lands concentrated primarily within the northwest area of the City. Manager Medrud said the largest area is the Black Lake Mine producing gravel and other commodities. Several extraction areas are identified in the draft, but it is unknown whether those areas are still in active production. The areas were used primarily for gravel extraction. Staff plans to follow up on the status of those areas.

Chair Robbins inquired about other examples in addition to the SeaTac plan. Manager Medrud said SeaTac's plan was adopted in 2019. The plan is now outdated with respect to new state requirements. At that time, the plan was one of the best examples when the staff first initiated the update in late 2021/early 2022. Staff anticipates receiving more examples from central Puget Sound jurisdictions that meet current state regulations. He is aware of only a few jurisdictions that have released final draft plans. The City has committed to providing an updated format of the Comprehensive Plan to the Department of Commerce prior to submission of the final version. Within the region, all jurisdictions are on a similar track in terms of the overall update process. The SeaTac example speaks to the format and how the policies and actions are reflected as it is a pullout document that can be easily utilized. The details of policies and goals are much different because each jurisdiction is different.

Chair Robbins stressed the importance of including references or information on regional approaches to enhance and protect the environment, such as at the watershed level to reflect efforts by the City in partnership with regional partners. Planner Baruch pointed out current and pending efforts by the Water Resources and Sustainability Department through watershed planning where watersheds overlap with other jurisdictions to ensure similar policies are adopted.

**NEXT MEETING  
DATE:**

The next meeting is scheduled for May 28, 2024.

**ADJOURNMENT:**

**Commissioner Tobias moved, seconded by Commissioner Varela, to adjourn the meeting at 8:41 p.m. A voice vote approved the motion unanimously.**

Prepared by Valerie L. Gow, Recording Secretary/President  
 Puget Sound Meeting Services, psmsoly@earthlink.net

## DRAFT TUMWATER PLANNING COMMISSION - 2024 MEETING SCHEDULE

Note: Schedule is tentative and subject to change; Updated 5/17/24

<u>MEETINGS</u>	<u>AGENDA ITEMS</u>
January 9, 2024	<u>Briefing</u> : FP – Floodplain Overlay Amendments (O2023-017) – Erika <u>Work Session</u> : 2025 Comprehensive Plan Update Transportation– Brad/Erika <u>Work Session</u> : 2024 Hazards Mitigation Plan (R2024-001) – Brad/Erika
January 23, 2024	<u>Hearing</u> : 2024 Hazards Mitigation Plan (R2024-001) – Brad/Erika <u>Work Session</u> : FP – Floodplain Overlay Amendments (O2023-017) – Erika <u>Discussion</u> : Attorney General’s Advisory Memorandum – Brad
February 13, 2024	<u>Hearing</u> : FP – Floodplain Overlay Amendments (O2023-017) – Erika <u>Discussion</u> : 2025 Comprehensive Plan Update Approaches to Joint Meetings – Brad
February 27, 2024	<u>Work Session</u> : 2025 Comprehensive Plan Update Open House Summary – Brad/Erika
March 12, 2024	[Meeting Cancelled]
March 26, 2024	<u>Work Session</u> : 2025 Comprehensive Plan Update Community Survey Summary – Brad/Erika <u>Work Session</u> : 2025 Comprehensive Plan Update Document Format – Brad/Erika
April 9, 2024	<u>Joint Tour with City Council</u> : 2025 Comprehensive Plan Update Housing – Brad/Erika
April 23, 2024	<u>Work Session</u> : 2025 Comprehensive Plan Update Housing – Brad/Erika
May 14, 2024	<u>Work Session</u> : 2025 Comprehensive Plan Update Conservation – Brad/Alex
May 28, 2024	<u>Work Session</u> : 2025 Comprehensive Plan Update Land Use – Brad/Erika
June 11, 2024	<u>Work Session</u> : 2025 Comprehensive Plan Update Conservation – Brad/Alex <u>Work Session</u> : 2025 Comprehensive Plan Update Lands for Public Purposes/Utilities – Brad/Erika
June 25, 2024	<u>Joint Work Session with City Council</u> : 2025 Comprehensive Plan Update Development Code – Brad/Erika <u>Work Session</u> : 2025 Comprehensive Plan Update Land Use – Brad/Erika
July 9, 2024	<u>Joint Work Session with City Council</u> : 2025 Comprehensive Plan Update Climate – Brad/Alyssa
July 23, 2024	<u>Joint Work Session with City Council</u> : 2025 Comprehensive Plan Update Economic Development – Brad <u>Work Session</u> : 2025 Comprehensive Plan Update Lands for Public Purposes/Utilities – Brad/Erika
August 13, 2024	<u>Joint Work Session with Tree Board</u> : Urban Forestry Amendments – Tree and Vegetation Preservation Regulation Update (O2023-006) – Brad <u>Joint Work Session with Tree Board</u> : Urban Forestry Amendments – Street Tree Plan (O2023-005) – Brad <u>Joint Work Session with Tree Board</u> : Urban Forestry Amendments – Landscaping Regulation Update (O2023-004) – Brad <u>Work Session</u> : 2025 Comprehensive Plan Update Housing – Brad/Erika
August 27, 2024	<u>Joint Tour with City Council</u> : 2025 Comprehensive Plan Update Transportation – Brad/Mary Heather
September 10, 2024	<u>Work Session</u> : 2025 Comprehensive Plan Update Transportation – Brad/Mary Heather
September 24, 2024	<u>Work Session</u> : 2025 Comprehensive Plan Update Development Code – Brad/Erika
October 8, 2024	<u>Work Session</u> : 2025 Comprehensive Plan Update Conservation – Brad/Alex
October 22, 2024	<u>Joint Work Session with City Council</u> : 2025 Comprehensive Plan Update Land Use and Development Code – Brad/Erika

<b><u>MEETINGS</u></b>	<b><u>AGENDA ITEMS</u></b>
November 12, 2024	<u>Work Session</u> : 2025 Comprehensive Plan Update Climate – Brad/Alyssa <u>Work Session</u> : 2025 Comprehensive Plan Update Lands for Public Purposes/Utilities – Brad/Erika <u>Discussion</u> : Election of New Planning Commission Chair and Vice Chair
November 26, 2024	<u>Discussion</u> : 2025 Work Program <u>Work Session</u> : 2025 Comprehensive Plan Update Economic Development Plan – Brad/Austin
December 10, 2024	<u>Joint Work Session with City Council</u> : 2025 Work Program – Brad/Erika
December 24, 2024	[May Cancel Meeting]

**Notes:**

January 14, 2025 – Work Session: 2025 Comprehensive Plan Update Land Use – Brad/Erika

January 28, 2025 – Work Session: 2025 Comprehensive Plan Update Housing – Brad/Erika

February 11, 2025 – Work Session: 2025 Comprehensive Plan Update Climate – Brad/Alyssa

Work Session: 2025 Comprehensive Plan Update Development Code – Brad/Erika

February 25, 2025 – Work Session: 2025 Comprehensive Plan Update Transportation – Brad/Mary Heather

Work Session: 2025 Comprehensive Plan Update Development Code – Brad/Erika

March 11, 2025 – Work Session: 2025 Comprehensive Plan Update User Guide – Brad/Erika

March 25, 2025 – Briefing: 2025 Comprehensive Plan Update (Ordinance No. O2025-0XX) – Brad/Erika

April 8, 2025 – Briefing: 2025 Development Code Update (Ordinance No. O2025-0XX) – Brad/Erika

April 22, 2025 – Joint Work Session with City Council: 2025 Comprehensive Plan Update (Ordinance No. O2025-0XX) – Brad/Erika

May 13, 2025 – Joint Work Session with City Council: 2025 Development Code Update (Ordinance No. O2025-0XX) – Brad/Erika

May 27, 2025 – Work Session: 2025 Comprehensive Plan Update (Ordinance No. O2025-0XX) – Brad/Erika

June 10, 2025 – Work Session: 2025 Development Code Update (Ordinance No. O2025-0XX) – Brad/Erika

June 24, 2025 – Work Session: 2025 Comprehensive Plan Update (Ordinance No. O2025-0XX) – Brad/Erika

July 8, 2025 – Hearing 1: 2025 Comprehensive Plan Update (Ordinance No. O2025-0XX) – Brad/Erika

July 22, 2025 – Hearing 1: 2025 Development Code Update (Ordinance No. O2025-0XX) – Brad/Erika

August 12, 2025 – Hearing 2: 2025 Comprehensive Plan Update (Ordinance No. O2025-0XX) – Brad/Erika

August 26, 2025 – Hearing 2: 2025 Development Code Update (Ordinance No. O2025-0XX) – Brad/Erika

September 9, 2025 –

September 23, 2025 –

October 14, 2025 –

October 28, 2025 –

November 11, 2025 – Discussion: Election of New Planning Commission Chair and Vice Chair

November 25, 2025 – Discussion: 2026 Work Program

December 9, 2025 – Joint Work Session with City Council: 2026 Work Program

**Notes:**

The following will need to be scheduled on the Planning Commission meeting schedule:

- Thurston County Code Title 22 – Tumwater Urban Growth Area Zoning – The City completed a draft review of what needs to be updated in Title 22 and it is waiting for Thurston County to schedule it in its work program – Brad

- Planning Commissioner Training – Brad
- Mayor Sullivan Meet and Greet and Q&A with Advisory Boards and Commissions – Brad

TO: Planning Commission  
FROM: Brad Medrud, Planning Manager  
DATE: May 28, 2024  
SUBJECT: 2025 Comprehensive Plan Periodic Update – Land Use

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1) Recommended Action:

This is a discussion item about the Land Use Element for the 2025 Comprehensive Plan periodic update.

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2) Background:

On a ten-year cycle, the City is required to conduct a Growth Management Act periodic update of its Comprehensive Plan and related development regulations. For the current cycle, the City is required to complete work on the periodic update by December 31, 2025. Work on the periodic update started last fall.

The updated Comprehensive Plan will address diversity, equity, and inclusion throughout the Plan. [2025 Comprehensive Plan Update | City of Tumwater, WA](#) contains links to guidance material and information about the update.

The intent of this work session is to start the discussion of the Land Use Element by reviewing its goals, policies, and implementation actions.

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4) Alternatives:

☐ None.

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6) Attachments:

- A. Staff Report
- B. Goals, Policies, and Actions
- C. Land Use Element, Amended 2021 (C1), map (C2), and appendices (C3 to C9)

# MEMORANDUM

Date: May 28, 2024  
 To: Planning Commission  
 From: Brad Medrud, Planning Manager



## 2025 Comprehensive Plan Update – Land Use Element

On a ten-year cycle, the City is required to conduct a Growth Management Act periodic update of its Comprehensive Plan and related development regulations. For the current cycle, the City is required to complete work on the periodic update by December 31, 2025. Work on the periodic update started last fall.

The updated Comprehensive Plan will address diversity, equity, and inclusion throughout the Plan and incorporate many State-required changes addressing housing, climate change, and other topics.

The intent of the Planning Commission meeting on Tuesday, May 28, 2024, is to start the discussion of the Land Use Element goals, policies, and implementation actions.

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## **1 – Growth Management Act – Goals**

The state Growth Management Act (Chapter 36.70A Revised Code of Washington (RCW)) requires that the City demonstrate that each Element in its Comprehensive Plan meets the relevant fifteen planning goals contained within the Act. The fifteen goals guide the development and adoption of the City's Comprehensive Plan and development regulations.

The following is a summary of how the updated Land Use Element will meet the goals related to land use.

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

The availability of services, including roads, water and sewer facilities, and other utilities will need to be considered when applying all land use designations in the Land Use Element. The density ranges for all residential land use designations will need to be consistent with available or planned public facilities and services.

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

The Land Use Element will contain goals, policies, and actions that encourage compact, efficient urban development and encourage urban growth to be phased outward from the urban core. The goals, policies, and actions of the current Land Use Element are found in Appendix B of this staff report. These policies will include minimum density requirements, clustering in sensitive areas, overall higher residential densities throughout the City, and mixed residential and commercial areas. Each residential designation in the Land Use Element will need to provide adequate density for feasible transportation, water, and sanitary sewer service, while protecting sensitive areas.

3. **Transportation.** *Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans. [Updated in 2023]*

The Land Use Element will contain goals, policies, and actions that ensure coordination with regional and local transportation plans. The Transportation goal was updated in 2023 by the state legislature to add reducing greenhouse gas emissions and per capita vehicle miles traveled. Achieving this goal will be done through a combination of goals, policies, and actions in the Land Use Element and Transportation Plan. The Land Use

Element will also propose residential, mixed-use, and neighborhood commercial land use designations that will encourage multi-modal, transit oriented development.

4. **Housing.** *Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.* [Updated in 2022]

How affordable housing will be accommodated for all economic classes is a new state requirement from 2023 and will be more specifically set forth in the Housing Element of the Comprehensive Plan. The Land Use Element plays a role in allocating sufficient land to ensure an adequate supply of buildable land for housing serving every income. Each residential land use designation, including the Mixed Use land use designation, will provide a variety of housing types at varying densities. Each Neighborhood subarea of the Land Use Element will also need to contain sufficient variability in housing types to ensure that housing needs can be met for all segments of the City's population for the next 20 years. It is expected that the 2021 Tumwater Housing Action Plan will inform the update of the Land Use and Housing Elements.

5. **Economic development.** *Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.* [Updated since 2016]

The Land Use Element will ensure the provision of adequate land for commerce and industry in the City. The Economic Development Plan, last updated in 2019, makes specific recommendations for economic development in the City and will be updated as part of 2025 Comprehensive Plan update.

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

The Attorney General is directed under RCW 36.70A.370 to advise state agencies and local governments on an orderly, consistent process that better enables the government to evaluate proposed regulatory or administrative actions to assure that these actions do not result in unconstitutional takings of private property. Local governments that plan under the Growth Management Act must use this process. The City adheres to the Attorney General's *Advisory Memorandum and Recommended Process for Evaluating Proposed Regulatory or Administrative Actions to Avoid Unconstitutional Takings of Private Property*, which was developed to provide local governments with a tool to assist them in the process of evaluating land use actions.

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

The Land Use Element provides the policy basis for the City's development regulations to be developed in a systematic, fair manner. All jurisdictions fully planning under the Growth Management Act must use all the permit procedures found in Chapter 36.70B RCW *Local Project Review* to administer permit application processes. Project permit processing standards are provided in Tumwater Municipal Code (TMC) Title 14 *Development Code Administration*. These standards will be amended as part of the update to reflect changes in state law in 2023.

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

The Land Use Element will need to ensure the viability of natural resource industries in the City through the identification of such lands in the Land Use Element text and maps. Additionally, the Conservation Element has specific guidelines and policies that ensure the viability of natural resource industries and activities.

9. **Open space and recreation.** *Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.* [Updated in 2023]

The state legislature updated this goal in 2023 to add the requirement to retain green space and enhance habitat. The Land Use Element, in conjunction with the Parks, Recreation, and Open Space Plan, will need to designate areas of the City that would be appropriate for future open space and recreation uses. The Land Use Element reinforces the recommendations of the Parks, Recreation, and Open Space Plan through land use designations and in the goals and policies.

10. **Environment.** *Protect and enhance the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.* [Updated in 2023]

The state legislature updated this goal in 2023 to add the requirement to enhance the environment. Each designation in the Land Use Element will need to be of an appropriate intensity for where it is applied. Areas of environmental sensitivity will need to be designated as open space or a lower intensity designation than other areas of the City. The Conservation Element will need to contain specific policies relating to air and water quality, water availability, and protection and preservation of critical areas. The Land Use Element also makes recommendations for clustering and other creative development techniques in sensitive areas of the City. It is expected that elements from the Urban Forestry Management Plan will be brought into this element.

11. **Citizen participation and coordination.** *Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.* [Updated in 2023]

The state legislature updated this goal in 2023 to add the requirement to include the participation of vulnerable populations and overburdened communities. For the Comprehensive Plan update, the City will be following the strategy outlined in the Final Community Engagement Plan (July 2023).

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

All non-open space designations in the Land Use Element will need to be applied to areas that either have adequate capacity for transportation, utilities, storm, and municipal services or they will be provided with these facilities in the future concurrent with development. The Land Use Element will ensure concurrency through coordination with the Capital Facilities Element, Transportation Plan, and other elements of the Comprehensive Plan.

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

The Land Use Element designates an area of the City as the New Market Historic District. The New Market Historic District Master Plan was adopted by the City Council in November of 1993. The Master Plan provides a framework for action, and it will ensure the preservation of historic and archeological resources in the Historic District.

- 14. Climate change and resiliency.** *Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice. [Added in 2023]*

The Land Use Element will need to address this is a new goal in coordination with the new Climate Element.

- 15. Shorelines of the state.** *For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 shall be considered an element of the county's or city's comprehensive plan. [Updated in 2023]*

The Shoreline Master Program was adopted in 2012 and updated in 2018. The Shoreline Master Program addresses land uses on all lands under the jurisdiction of the Shoreline Management Act to protect and preserve fish and wildlife habitat and the shorelines of the state.

## **2 – General State Requirements for the Land Use Element**

In addition to meeting the fifteen state Growth Management Act goals, the City's Land Use Element will need to address the following Growth Management Act requirements according to RCW 36.70A.070, as amended in 2023:

1. Designate the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces and green spaces, urban and community forests within the urban growth area, general aviation airports, public utilities, public facilities, and other land uses.
2. Include population densities, building intensities, and estimates of future population growth.
3. Provide for protection of the quality and quantity of groundwater used for public water supplies.
4. Give special consideration to achieving environmental justice in its goals and policies, including efforts to avoid creating or worsening environmental health disparities.
5. Consider utilizing urban planning approaches that promote physical activity and reduce per capita vehicle miles traveled within the jurisdiction, but without increasing greenhouse gas emissions elsewhere in the state.
6. Review drainage, flooding, and stormwater runoff in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.
7. Reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools, which may include, but are not limited to:
  - a. Adoption of portions or all the wildland urban interface code developed by the international code council or developing building and maintenance standards consistent with the Firewise USA program or similar program designed to reduce wildfire risk;
  - b. Reduce wildfire risks to residential development in high risk areas and the wildland urban interface area, separating human development from wildfire prone landscapes; and
  - c. Protect existing residential development and infrastructure through community wildfire preparedness and fire adaptation measures.

## **3 – Current Land Use Element**

### **A – Background**

The Land Use Element of the 2016 Comprehensive Plan was prepared in accordance with the requirements of the Growth Management Act, adopted Thurston County-Wide Planning

Policies, and Sustainable Thurston Policies and Actions. The Land Use Element of the Comprehensive Plan was fully updated in 2016 and amended in 2021.

The 2016 Land Use Element covered the 20-year planning period from 2015 to 2035, and designated the proposed general distribution, location, and extent of housing, commerce, industry, recreation, open spaces, the general aviation airport, public utilities, public facilities, agricultural land, mineral resource land, and transportation as it relates to land use. It also incorporated urban planning approaches that promote sustainable, compact community development that is livable, walkable, safe, sustainable, and economically vibrant. The Land Use Element included population densities, building intensities, and estimates of future population growth.

Along with the Conservation and Lands for Public Purposes Elements, the 2016 Land Use Element also provided for protection of the quality and quantity of groundwater used for public water supplies. Through adoption of the Hazard Mitigation Plan, the Land Use Element, along with the Conservation and Lands for Public Purposes Elements, reviewed drainage, flooding, and storm water run-off in the area and provided guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.

Areas that are within City's Urban Growth Area are addressed through the Tumwater and Thurston County Joint Plan in accordance with adopted County-Wide Planning Policies. The Joint Plan was last updated by the City and County in 2021.

The Land Use Maps represent the general future land use patterns intended for the City within the 20-year planning period of the Comprehensive Plan. They are a graphic expression of the policies found in Chapter 3 *Land Use Goals, Policies, and Actions* and in each neighborhood chapter in the Neighborhood Appendix. The goals, policies, and actions of the current Land Use Element are found in Appendix B of this staff report.

The 2016 Land Use Element divided the City into eleven neighborhood areas recognizing different land use planning needs. The Neighborhood Appendix consisted of an outline, a map, and text referencing each area on the map. The text contained a description of current land use, trends for each neighborhood, and set forth policy recommendations for future land use. The Neighborhood Appendix provided a quick reference that includes policy recommendations for particular areas in each neighborhood.

Specific information on policy recommendations for each land use designation is found in Chapter 2 *Designations, and Definitions*. The neighborhood maps graphically represent policy recommendations for future land uses for each neighborhood in the City for the Comprehensive Plan's 20-year planning period.

The 2016 Land Use Element contained the following Vision and Mission statements, which provided overarching direction for the future of the City. These statements were developed through the City's Strategic Planning Process.

**Vision Statement:** *Tumwater of the future will be people-oriented and highly livable, with a strong economy, dynamic places, vibrant neighborhoods, a healthy natural environment, diverse and engaged residents, and a living connection to its history.*

**Mission Statement:** *In active partnership with its citizens, the City of Tumwater provides leadership and essential municipal services to cultivate a prosperous economy, a healthy natural environment, vibrant neighborhoods, and a supportive social fabric.*

## B – Link to Current Land Use Element

<https://www.ci.tumwater.wa.us/departments/community-development-department/tumwater-comprehensive-plan>

## 4 – Specific Topics Addressed as Part of the Update

Incorporate consideration of Diversity, Equity, and Inclusion throughout the Plan.

### 1. Environmental Justice

- Special consideration for environmental justice in goals and policies (E2SHB 1181)

### Comprehensive Plan Update

#### 1. General

- Create a new format for the Comprehensive Plan that will be shorter, leaner, and more user friendly. The updated Comprehensive Plan will consist of shorter individual Elements and Plans with appendices that contain the required technical information.
- Use the new Community Outreach Plan for the periodic update process.
- Create a new Comprehensive Plan Goal and Policy Guide for use by staff and policymakers.
- Create a new User Guide to the Comprehensive Plan.
- Create a new Glossary for the Comprehensive Plan.
- The County-Wide Planning Policies (2015) will not be revised for the 2025 periodic update.
- Ensure that the updated Comprehensive Plan is internally consistent.
- Ensure that all the Elements and Plans are consistent with County-Wide Planning policies, the Growth Management Act, coordinated with the Plans of adjacent jurisdictions, individual Elements and Plans, and the future land use map.
- Update all maps that are a part of the Comprehensive Plan, including the City-Wide Land Use Map and all maps in the individual Elements and Plans.
- Update all the appendices in the Comprehensive Plan.



- Review entire Plan to address the use of terms such as “neighborhood character,” stability, and similar terms in support of the Tumwater Housing Action Plan as part of Planning Commission’s 2022 Comprehensive Plan amendment cycle recommendations.
- Provide for a mutually agreeable Memorandum of Agreement between the City and tribes about collaboration and participation in the planning process unless otherwise agreed at the end of a mediation period.
- Provide for consideration for preserving property rights. The City must evaluate proposed regulatory or administrative actions to assure that such actions do not result in an unconstitutional taking of private property
- Update list of all adopted Plans.
- Update City strategic priorities.
- Revise planning period to 2025 – 2045.
- Update discussion of Growth Management Act goals.
- Add references to the updated Shoreline Master Program (2019) and Economic Development Plan (2019) and the new Tumwater Housing Action Plan (2021), Thurston Climate Mitigation Plan (2021), and Urban Forestry Management Plan (2021).
- Simplify, reduce, and update goals, policies, and actions.

## 2. Land Use Element

- Update the following:
  - Tumwater Community Profile from Thurston Regional Planning Council.
  - 20-year population projection for the City and its urban growth area throughout the Plan, which should be consistent with Thurston County’s sub-county allocation of that forecast and housing needs.
  - Estimates of population densities and building intensities based on future land uses and housing needs.
  - City land use patterns and distribution information.
  - City-Wide Future Land Use Map.
  - Buildable Lands:
    - Existing land use and existing residential density charts.
    - Commercial/industrial vacant land supply analysis.
    - Net buildable industrial land table.
    - Total dwelling units buildout table.
    - Address current and future Habitat Conservation Plan conservation areas.



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- Strategic Priorities – City Council
  - Update Land Use Maps
  - Review and Update Subarea Plans
    - At the City Council’s direction on March 1, 2022, review of the Littlerock Subarea Plan area and revisions to mixed use land designation citywide.
    - Update Littlerock Road Subarea Plan to address land use changes since adoption.
    - Update Black Hills Subarea Transportation Plan to address land use changes since adoption.
    - Update Brewery District and Capitol Boulevard Corridor Plan as needed.
  - Update Neighborhood Appendix to incorporate current information describing existing development patterns.
  - Specific Topics
    - Airport
      - Update policies, land use designations, and zoning to discourage the siting of incompatible uses adjacent to the Olympia Regional Airport.
      - The Plan and associated regulations must be filed with the State Department of Transportation for review.
    - Clean Energy Transformation Act
      - Ensure there are no conflicts
    - Definitions
      - New definitions (E2SHB 1181)
    - Essential Public Facilities (From 2022 Comprehensive Plan Amendments)
      - Shorten, remove regulations in Element
      - Clean energy and treatment program facilities amendments to essential public facilities per E2SSB 5536
    - Forest or Agricultural Lands of Long-Term Commercial Significance
      - If forest or agricultural lands of long-term commercial significance are designated inside City, update the program authorizing transfer or purchase of development rights in coordination with the County.
    - Green Spaces and Urban Forests
      - Designate greenspaces and urban forests (E2SHB 1181)
    - Growth Management Goals
      - Address new Growth Management Goals (E2SHB 1181)
-

- Habitat Conservation Plan
  - Remove existing conservation lands from land capacity
  - Policy for removing new conservation lands from land capacity
  - Change the land use designation and zone district of existing conservation lands to OS Open Space or GB Green Belt
- Manufactured Home Parks
  - MHP Manufacture Home Park land use designation and zone district expansion
- Missing Middle
  - Two housing units allowed on every lot, independent of allowed densities.
  - Need to determine how densities will work in this situation now.
  - Does this mean “lots per acre” is the measure?
  - See guidance for how this will work with accessory dwelling units requirements
- Mixed Use/Neighborhood Commercial
  - Review the “neighborhood center” concept.
  - Look at 88th and Old Highway 99 as a mixed use center, as it has General Commercial and Mixed Use land use designations.
  - Look at 79th and Old Highway 99 as the area is currently designated Light Industrial but the informal Warehouse District functions as a General Commercial and Light Industrial land use designation hybrid.
- Natural Hazard Mitigation
  - Incorporate provisions of the updated 2023 Hazard Mitigation Plan as appropriate.
  - Adopt Natural Hazard Mitigation Plan that addresses entire subelement by reference (E2SHB 1181)
  - May be eligible to request a timeline extension of 48 months to update a FEMA Natural Hazard Mitigation Plan (E2SHB 1181)
- Permanently Affordable Housing
  - Address actions from the Housing Action Plan
- Physical Activity
  - Consider utilizing urban planning approaches that promote physical activity.
- Residential Densities

- Update minimum and maximum residential densities
- Review 2020 Comprehensive Plan Amendment residential up zone criteria and apply to 2025 Update
- Schools
  - Review land use designations and zone districts for schools.
- Single Family and Multifamily Land Use Designations
  - Replace single family and multifamily land use designations with a range of residential intensities (R1, R2, R3, etc.) in text and maps
- Transfer of Development Rights
  - Remove transfer of development rights requirement for maximum densities in residential land use designations.
  - Example SFL would become 4 minimum, 7 maximum with needing a TDR (Tumwater Housing Action Plan)
  - Coordinate with County
- Tree Canopy
  - Canopy coverage evaluation (E2SHB 1181)
- Urban Growth Area
  - Coordinate with Thurston County on new 2021-2022 legislation regarding urban growth area size, patterns of development, suitability, and infrastructure.
- Vehicle Miles traveled
  - Consider approaches to reduce per capita vehicle miles travel (E2SHB 1181)
- Wildfires
  - Reduce and mitigate the risk of wildfires (E2SHB 1181)

## 5 – Goals, Policies, and Implementation Actions Review

### A – Introduction

Goals and policies describe how the City proposes to address identified needs. Goals are statements of desired outcomes or intended achievements. Policies are specific statements that guide actions and provide a framework for future decision-making. Actions are specific implementations of goals and policies.

Example from the current Land Use Element:

**GOAL LU-1:**      **Ensure the Land Use Element is implementable and coordinated with all applicable City plans and the plans of other jurisdictions in the Thurston region.**

**Policy**              **Action**

LU-1.9              Ensure consistency between the Land Use Element and the Tumwater Zoning Code.

LU-1.9.1      Implement the Land Use Element by revising the Zoning Code and other municipal Codes to reflect the goals, policies, actions, and designations outlined in the Land Use Element.

How key terms are used in goals, policies, and actions:

- “Shall” means implementation of the policy is mandatory and imparts a higher degree of substantive direction than “should”.
- “Should” means implementation of the policy is expected but its completion is not mandatory.
- “May” means the actions described in the policy are either advisable or are allowed.
- “Ensure” means actions described in the policy are guaranteed.
- “Must” means implementation of the policy is an obligation.
- “Require” means implementation of the policy is compulsory.
- “Support” means to advocate for implementation of the policy.
- “Promote” means to help bring about implementation of the policy.
- “Encourage” means to foster or help implementation of the policy.
- “Consider” means to take into account.
- “Coordinate” means to bring into a common action, movement, or condition.
- “Implement” means to carry out or accomplish.
- “Integrate” means to form, coordinate, or blend into a functioning or unified whole.

- “Make” means to enact or establish.
- “Engage” means to do or take part in something.

## B – Policy Strength Continuum

When developing goals and policies, it is important to understand the policy strength continuum. The Puget Sound Regional Council developed the following example.

<div> <div>Passive</div> <div>Policy Strength</div> <div>Active</div> </div>		
<b>Statements of Inclination</b>  Conveys intent, but establishes no target or definition of success	<b>Statements of Principle</b>  Describes clear targets or conditions of success	<b>Statements of Impact</b>  Go further, describing specific situations where protecting critical areas is a priority
<b>Example</b>  The City shall encourage the creation of a new City Center.	<b>Example</b>  The City shall endeavor to designate 100-acres for a new City Center.	<b>Example</b>  Work with the development community and local agencies to create a new City Center based on framework established by the City Center Plan.

For an example of how policies can be written to be more active and how implementation strategies can be established for policies, include identifying who will be responsible for implementing the policy and the timeframes to do so.

## C – Initial Review

Attachment B is the initial staff review of the Land Use Element goals, policies, and actions.

Additional work needs to be completed with City staff on the scope and content of the proposed new goals, policies, and actions, but Attachment B is included to allow the Planning Commission to review and provide comment on the proposed format staff will be using to present all amendments to goals, policies, and actions in the updated Comprehensive Plan.

There will be a follow up discussion on the Land Use Element goals, policies and actions with the Planning Commission on June 25, 2024.

## **Appendix A – Guidance**

The State Department of Commerce has provided guidance specific to the periodic update on their Periodic Update webpage.

<https://www.commerce.wa.gov/serving-communities/growth-management/periodic-update/>

[www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics](https://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics)

In addition, the Puget Sound Regional Council is conducting a series of workshops on a variety of topics related to the periodic update.

[www.psrc.org/our-work/passport-2044-comprehensive-plan-workshop-series](https://www.psrc.org/our-work/passport-2044-comprehensive-plan-workshop-series))

The Municipal Research Services Center has a Comprehensive Planning webpage.

<https://mrsc.org/getdoc/d7964de5-4821-4c4d-8284-488ec30f8605/Comprehensive-Planning.aspx>

## **Appendix B – Current Land Use Element Structure**

The current Land Use Element consists of the following parts:

1. Introduction
  - 1.1 Purpose and Scope, including Table of Foundational Plans and Documents
  - 1.2 Vision and Mission Statements
  - 1.3 Strategic Plan Goals
  - 1.4 Growth Management Act Goals Compliance
  - 1.5 County-Wide Planning Policy Compliance
  - 1.6 Sustainable Thurston Goals
  - 1.7 Ongoing Review Program
  - 1.8 Amendments, Public Participation, and Intergovernmental Coordination
  - 1.9 Overall Comprehensive Plan Connections
  - 1.10 Tumwater Community Profile
  - 1.11 Tumwater Land Use Patterns
  - 1.12 Existing Land Use Distribution
  - 1.13 Land Use Distribution
2. Designations and Definitions
  - 2.1 Introduction
    - 2.1.1 City-Wide Future Land Use Map
  - 2.2 Residential Uses
    - 2.2.1 Residential/Sensitive Resource (2-4 Dwelling Units/Acre)
    - 2.2.2 Single Family Low Density (4-7 Dwelling Units/Acre)
    - 2.2.3 Single Family Medium Density (6-9 Dwelling Units/Acre)
    - 2.2.4 Multi-Family Medium Density (9-15 Dwelling Units/Acre)
    - 2.2.5 Multi-Family High Density (14-29 Dwelling Units/Acre)
    - 2.2.6 Manufactured Home Park (6-9 Dwelling Units/Acre)
  - 2.3 Mixed Use (Residential Minimum 14 Dwelling Units/Acre)
  - 2.4 Neighborhood Commercial
  - 2.5 New Market Historic District
  - 2.6 General Commercial
  - 2.7 Capitol Boulevard Community

- 2.8 Brewery District
- 2.9 Light Industrial
- 2.10 Airport Related Industrial
- 2.11 Heavy Industrial
- 2.12 Utilities
- 2.13 Public and Institutional
- 2.14 Parks and Open Space
- 2.15 Tumwater Town Center
- 2.16 Design Review
- 2.17 Maximum and Minimum Densities
- 2.18 Clustering
- 2.19 Modular and Manufactured Housing
- 2.20 Innovative Housing and Urban Planning Approaches Promoting Physical Activity
- 3. Land Use Goals, Policies, and Actions
  - 3.1 Introduction
  - 3.2 Goals, Policies, and Actions
  - 3.3 Implementation Policies
- 4. Land Supply Analysis
  - 4.1 Introduction
  - 4.2 Partially Used and Under Utilized Land Supply Analysis
  - 4.3 Developable or Re-developable Land Supply Analysis
  - 4.4 Analysis of Population Accommodation
- Appendices
  - A. Neighborhoods
  - B. County-Wide Planning Policies
  - C. Sustainable Thurston Goals and Actions
  - D. Land Use and Housing Survey Results
  - E. List of Foundational Plans and Documents
  - F. Glossary
  - G. Ordinance No. O2016-012



#### H. 2016 Tumwater Soil Report

- Land Use Maps
  - A. City-Wide Future Land Use Map
  - B. Neighborhood Maps
- Subarea Plans
  - A. Brewery District Plan
  - B. Capitol Boulevard Corridor Plan
  - C. Littlerock Road Subarea Plan

## **Appendix C – Current Land Use Element Goals, Policies, and Actions**

### **3.1 Introduction**

This chapter of the Land Use Element specifies goals, policies, and actions meant to set forth a direction for the future growth of Tumwater based on its 20-year community vision. The goals, policies, and actions ensure coordination with the Comprehensive Plan Elements, Sustainable Thurston, and County-Wide Planning Policies. Finally, the action items implement certain recommendations within the Land Use Element. The goals, policies, and actions should be looked at in conjunction with Chapter 2, Designations, and Definitions. The two chapters are meant to work together as a whole.

### **3.2 Goals, Policies, and Actions**

**GOAL LU-1: Ensure the Land Use Element is implementable and coordinated with all applicable City plans and the plans of other jurisdictions in the Thurston region.**

<b><u>Policy</u></b>	<b><u>Action</u></b>
LU-1.1	Ensure the Land Use Element is consistent with adopted County-Wide Planning Policies and integrate transportation considerations into land use decisions, and vice versa.
	LU-1.1.1 Implement the eleven County-Wide Policy elements in the County-Wide Policy Plan (Reference Appendix B: County-Wide Planning Policies).
LU-1.2	Ensure the Land Use Element is consistent with the goals of Sustainable Thurston.
	LU 1.2.1 Implement specific Sustainable Thurston goals identified in Land Use Element Section 1.6, Sustainable Thurston Goals (Reference Appendix C: Sustainable Thurston)
LU-1.3	Engage in planning on a neighborhood level with residents of the City (Reference Appendix A: Neighborhood Appendix)
LU-1.4	Encourage the creation of a new city center that is compatible with the Land Use Element.
LU-1.5	Coordinate the Land Use Element with the Port of Olympia Master Plan (2016).
LU-1.6	Ensure consistency between the Land Use Element and Tumwater Historic District Master Plan.
LU-1.7	Coordinate the Land Use Element with the Shoreline Master Program.
	LU-1.7.1 Make sure the Land Use Element is consistent with the recommendations of the Shoreline Master Program.
LU-1.8	Coordinate the Land Use Element with the City's Economic Development Element.
	LU-1.8.1 Implement goals and associated policies and actions of the Economic Development Element.

- LU-1.9 Ensure consistency between the Land Use Element and the Tumwater Zoning Code.
- LU-1.9.1 Implement the Land Use Element by revising the Zoning Code and other municipal Codes to reflect the goals, policies, actions, and designations outlined in the Land Use Element.
- LU-1.10 Coordinate the Land Use Element with the City's Lands for Public Purposes Element and the Capital Facilities Plan.
- LU-1.10.1 Implement low impact development through land use and stormwater planning.
- LU-1.11 Make capital budget decisions consistent with the comprehensive plan in accordance with RCW 36.70A.120 (Reference the City's current six-year Capital Facilities and Transportation Improvement Plans).
- LU-1.12 Coordinate the Land Use Element with local, state, and national initiatives that support the City's vision whenever practical to increase the chance of additional funding.
- LU-1.13 Coordinate the Land Use Element with the strategies in the City of Tumwater Housing Action Plan.
- LU-1.14 Coordinate the Land Use Element with the strategies in the most recent version of the Thurston Climate Mitigation Plan.

**GOAL LU-2: Ensure development takes place in an orderly and cost-efficient manner in order to best utilize available land and public services, conserve natural resources, protect critical areas, preserve open space, and reduce sprawl.**

**Policy      Action**

- LU-2.1 Encourage the highest intensity growth to locate within the City's corporate limits.
- LU-2.1.1 Implement goals and associated policies and actions of the Economic Development Element. (Reference Goal LU-1.8.1)
- LU-2.2 Reduce inappropriate conversion of undeveloped land into sprawling low-density development.
- LU-2.2.1 Ensure the eleven County-Wide Policy elements in the County-Wide Policy Plan are implemented. (Reference Goal LU-1.1.1)
- LU-2.3 Encourage innovative land use management techniques such as density bonuses, cluster housing, zero-lot-line development, planned unit developments, and transfer of development rights to create vibrant centers, corridors, and neighborhoods while accommodating growth.
- LU-2.3.1 Consider revision of the City's Development Standards to encourage innovative land use management techniques.

- LU-2.4 Ensure new annexations adhere to the goals and policies of the City's Annexation Policy.
- LU-2.5 Encourage development of architectural and landscape design standards.
  - LU-2.5.1 Implement Goals 5 and 6 of the Economic Development Element.
- LU-2.6 Ensure the City's capital budget decisions in the City's current six-year Capital Facilities and Transportation Improvement Plans are coordinated with the Land Use Element, Lands for Public Purpose Element, and Transportation Element.
- LU-2.7 Create vibrant city centers and activity nodes along transit corridors that support active transportation and housing, jobs, and services.
- LU-2.8 Create safe and vibrant neighborhoods with places that build community and encourage active transportation.
- LU-2.9 Protect designated mineral resource lands from incompatible development.
- LU-2.10 Reduce the City's carbon footprint where possible and move towards a carbon-neutral community.

**GOAL LU-3: Ensure adequate public services, facilities, and publicly owned utilities are available to proposed and existing development.**

**Policy      Action**

- LU-3.1 Coordinate development with the City's six-year Capital Facilities Plan.
  - LU-3.1.1 Ensure the Capital Facilities Plan can be implemented through the Land Use Element's projected densities and the direction found in the Lands for Public Purposes Element.
- LU-3.2 Ensure development is in conformance with the Water System Plan and Sanitary Sewer Comprehensive Plan.
- LU-3.3 Analyze all proposed development for anticipated impact on services, either as an element of site plan review or as part of an environmental impact assessment.
- LU-3.4 Give preference to providing adequate public facilities to settled areas rather than extending new services to sparsely settled or undeveloped areas and to serving incorporated land before serving unincorporated areas.
  - LU-3.4.1 Ensure the eleven County-Wide Policy elements in the County-Wide Policy Plan are implemented. (Reference Goal LU-1.1.1)
- LU-3.5 Work with developers to determine where and when new public facilities are to be placed to permit proper development of commercial and residential projects. This process should be directly related to the Lands for Public Purposes Element, the Capital Facilities Plan, and site plan review in order to achieve concurrency.

- LU-3.5.1 Ensure the eleven County-Wide Policy elements in the County-Wide Policy Plan are implemented. (Reference Goal LU-1.1.1)
- LU-3.6 Require residential and commercial development utilizing septic tanks for sewerage disposal to hook up to sanitary sewer when the system fails, needs replacement, or requires major repairs when sanitary sewer laterals are readily available.
  - LU-3.6-1 In consultation with the LOTT partners, develop a program to connect developments that are on septic systems to LOTT's sewerage treatment system to reduce impacts to groundwater and surface water quality.
- LU-3.7 Require residential and commercial development utilizing private wells for water systems to connect to City water service when the well fails, needs replacement, or requires major repairs, where City water service available

**GOAL LU-4: Encourage land use patterns that increase the availability of affordable housing for all economic segments of the Tumwater population.**

**Policy      Action**

- LU-4.1 Coordinate the Land Use Element with the Housing Element and fully implement the goals, policies, and actions of the Housing Element.
- LU-4.2 Encourage innovative techniques for providing affordable housing resulting in an attractive product that will be an asset to the Tumwater community.
  - LU-4.2.1 Consider revision of the City's Development Standards to encourage innovative land use management techniques. (Reference Goal LU-2.3.1)
- LU-4.3 Continue to allow manufactured housing on individual lots within the City, as well as within mobile and manufactured home parks, to encourage affordable housing.
  - LU-4.3.1 Consider methods to provide sufficient land for manufactured housing in accordance with the Growth Management Act.
- LU-4.4 Permit implementing regulations to experiment in new forms of residential development where amenities of open space, privacy, and visual quality can be maintained or improved, and flexible solutions to land use problems such as density, diversity, equitability, and affordability can be achieved.
  - LU-4.4.1 Consider revision of the City's Development Standards to encourage innovative land use management techniques. (Reference Goal LU-2.3.1)
- LU-4.5 Encourage higher density residential uses in order to provide affordable housing. These uses should blend with the existing character of the community.
- LU-4.6 Increase housing types and densities in corridors and centers to meet the needs of a changing population.

- LU-4.7 Increase the variety of housing types outside of corridors and centers of appropriate intensities with supporting design guidelines to meet the needs of a changing population.

**GOAL LU-5: Ensure development patterns encourage efficient multi-modal transportation systems coordinated with regional, City, and county transportation plans.**

**Policy      Action**

- LU-5.1 Ensure coordination with the Transportation Element.
- LU-5.2 Ensure coordination with the Thurston Regional Transportation Plan.
- LU-5.2.1 Ensure the eleven County-Wide Policy elements in the County-Wide Policy Plan are implemented. (Reference Goal LU-1.1.1)
- LU-5.3 Ensure coordination with the Parks, Recreation, and Open Space Plan (Element).
- LU-5.4 Established pedestrian and bicycle trail links with various parts of Tumwater and within the business area.
- LU-5.4.1 Ensure coordination of the Land Use Element with the Parks, Recreation, and Open Space Plan (Element) and the Transportation Element.
- LU-5.5 Encourage provision of urban plazas and access to transit stops when new construction or major renovation is proposed. Incentives for providing such amenities should be sought.
- LU-5.5.1 Consider revision of the City's Development Standards to encourage provision of these amenities. Consider development of a citywide design standards program. (Reference Goal LU-2.3.1)
- LU-5.6 Allow densities and mixes of uses that reduce the number and lengths of vehicle trips and increase the opportunity to use public transit and non-motorized modes of travel.
- LU-5.7 Reinforce the link between land use and public transportation by encouraging development to occur at urban residential densities along designated transit corridors, nodes, and near commercial centers.
- LU-5.8 Ensure proposed capacity improvements to the City's transportation systems are designed to serve proposals that are contiguous to existing development, as a means to discourage the occurrence of "leap frog" development patterns.
- LU-5.9 Provide development incentives, such as increased density, increased square footage, or increased height for proposed land developments located adjacent to transportation corridors when amenities for transit users, bicyclists, and pedestrians are included.
- LU-5.10 Encourage land development proposals to utilize the capacity of the existing transportation system, especially transit and non-motorized modes.

- LU-5.11 Encourage public and private development proposals to enhance the street side environment to maximize comfort for the transit user and the pedestrian.
- LU-5.12 Encourage subdivision and commercial and retail project design that facilitates cost-effective transit and emergency service delivery.
- LU-5.13 Discourage transportation improvements, regardless of their financing mechanisms that would trigger premature development; that is, development inconsistent with applicable comprehensive plans and zoning.
- LU-5.14 Ensure alternative transportation modes are included in comprehensive plans, subdivisions, and other land developments.
- LU-5.15 Expand bicycle and pedestrian data collection efforts.
- LU-5.16 Establish a regional bicyclist and pedestrian advisory body.
- LU-5.17 Support efforts of the local traffic safety campaigns to educate bicyclists and pedestrians of the laws pertaining to walking and biking.

**GOAL LU-6: Reduce impacts from flooding; encourage efficient stormwater management; and ensure the groundwater of Tumwater is protected and preserved.**

**Policy      Action**

- LU-6.1 Ensure new development is in conformance with requirements and standards of the Northern Thurston Groundwater Protection Plan.
- LU-6.2 Ensure new development is in conformance with requirements and standards of the Drainage Design and Erosion Control Manual for Tumwater, as amended.
  - LU 6.2.1 Implement specific Sustainable Thurston goals identified in Land Use Element Section 1.6, Sustainable Thurston Goals (Reference Appendix C: Sustainable Thurston)
- LU-6.3 Ensure coordination with the Percival Creek Comprehensive Drainage Basin Plan.
- LU-6.4 Ensure new development is in conformance with aquifer protection standards of the Conservation Element.
- LU-6.5 Ensure implementation of the Natural Hazards Mitigation Plan for the Thurston Region to reduce or eliminate the human and economic costs of natural disasters for the overall good and welfare of the community.
- LU-6.6 Ensure coordination with the Salmon Creek Comprehensive Drainage Basin Plan.
  - LU-6.6.1 Incorporate the development review process within the Salmon Creek Comprehensive Drainage Basin Plan into the Tumwater Municipal Code.

**GOAL LU-7: Encourage retention of open space, parks, trails, and development of recreational opportunities within Tumwater.**

<b>Policy</b>	<b>Action</b>
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| LU-7.1   | Ensure coordination of the Land Use Element with the Parks, Recreation, and Open Space Plan (Element).  |
| LU-7.2   | Ensure coordination of the Land Use Element with open space retention and natural area preservation standards of the Conservation Element.  |
| LU-7.3   | Preserve environmentally sensitive lands, farmlands, mineral resources, and prairies, by developing compact urban areas.  |
| LU-7.4   | Provide a variety of open spaces including landscaped buffers, small parks, plazas, and other community areas to balance higher density development and enhance quality of living.  |
| LU-7.4.1 | Specify the amount of area that must be dedicated for open space and require configuration useful for the purpose desired in the City's Zoning Ordinance to make certain that areas of developments dedicated to open space provide the functions intended. |

**GOAL LU-8: Ensure physical limitations of the land are observed during the development process.**

<b>Policy</b>	<b>Action</b>
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| LU-8.1   | Ensure new development is in conformance with standards and requirements for critical areas within the Conservation Element.  |
| LU-8.1.1 | Consider implementation of the state geological study and mapping program for the City. This study should address geologic, erosion, landslide, seismic, and volcanic hazard areas.   |
| LU-8.2   | Reserve the right to prohibit or set conditions on development based on anticipated adverse environmental impact.   |
| LU-8.3   | Ensure development within the jurisdiction of the Shoreline Management Act adheres to the flood control policies, land use controls, and regulations of the applicable environmental designation as described in the Tumwater Shoreline Master Program. |
| LU-8.4   | Ensure new development is in conformance with the standards of the City's Protection of Trees and Vegetation Ordinance.   |

**GOAL LU-9: Identify what conditions should be applied to development in residential areas.**

<b>Policy</b>	<b>Action</b>
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| LU-9.1 | Protect residential developments from excessive noise, odors, dirt, glare, and other nuisances emanating from commercial and industrial uses. |
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- LU-9.2 Allow for multi-family residential development in the zoning code. Consideration should be given to encouraging this type of development near centers of community services.
- LU-9.2.1 Consider revision of the City's Development Standards to encourage innovative land use management techniques. (Reference Goal LU-2.3.1)
- LU-9.3 Integrate design features of existing natural systems into the layout and siting of new residential dwelling units. Preserve trees and significant ecological systems, whenever possible and practical.
- LU-9.3.1 Consider revision of the City's Development Standards to encourage innovative land use management techniques. (Reference Goal LU-2.3.1)
- LU-9.4 Permit experimentation in development regulations with newer forms of residential development where amenities of open space, privacy, and visual quality can be maintained or improved, and flexible solutions to land use problems can be achieved.
- LU-9.4.1 Consider revision of the City's Development Standards to encourage innovative land use management techniques. (Reference Goal LU-2.3.1)
- LU-9.5 Do not permit private residential gated communities.
- LU-9.6 Promote nearby access to healthy food for residential developments.
- LU-9.6.1 Allow and encourage farm stands supplying fresh food in residential areas.
- LU-9.6.2 Consider measures to encourage the creation of healthy corner stores within residential areas.

**GOAL LU-10: Identify the City's policies and regulations pertaining to commercial and industrial areas and uses.**

**Policy      Action**

- LU-10.1 Implement the goals, policies, and actions of the Economic Development Element through the Land Use Element.
- LU-10.2 Encourage industry clusters to create jobs, and increase revenue circulation locally.
- LU-10.3 Ensure adequate supply of developable land along primary transportation corridors and invest in commercial and industrial redevelopment.
- LU-10.4 Encourage developers to concentrate non-residential land uses in integrated centers in order to insure convenient access and prevent strip development.
- LU-10.5 Group commercial, industrial, and manufacturing uses into centers rather than dispersed throughout the City. These centers shall have a landscaped, urban park quality.

- LU-10.6 Rest future development of commercial, manufacturing, and light industrial areas in Tumwater on a comprehensive, integrated planning scheme incorporating performance standards regarding green belts, and buffering, landscaping, parking facilities, and other items of site design as appropriate.
- LU-10.7 Use land use regulations to guide new industrial development into areas and patterns that minimize heavy trucking through residential and business areas.
- LU-10.8 Ensure commercial and industrial structures, where practical, are low profile and provide landscaping including lawns, trees, and shrubs.
- LU-10.9 Locate commercial and industrial land uses close to arterial routes and freeway access and rail facilities.
- LU-10.10 Encourage neighborhood commercial uses that supply nearby residents with everyday convenience shopping goods in the City to reduce traffic generation, where, generally, these uses are very small, not generate excessive traffic, and compatible with nearby residences.
- LU-10.11 Encourage businesses to allow food trucks at work sites to bring diverse meal options and fresh produce to workers.
- LU-10.12 Emphasize sustainable practices while encouraging economic development.

**GOAL LU-11: Ensure new and existing development is energy efficient.**

**Policy      Action**

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

LU-11.9 Develop a program to encourage energy retrofits of existing buildings to improve their energy efficiency.

LU-11.10 Coordinate the City's energy efficiency programs with the strategies in the most recent version of the Thurston Climate Mitigation Plan.

**GOAL LU-12: Promote preservation of sites of historical and cultural significance.**

**Policy      Action**

LU-12.1 Ensure coordination of the Land Use Element with Tumwater and Thurston County historic preservation programs.

LU-12.2 Make land use decisions that protect designated state and national landmarks listed by the State Office of Archaeology and Historic Preservation.

**GOAL LU-13: Protect Olympia Regional Airport from incompatible land uses and activities that could affect present and future use of airport facilities and operations. Regulations and criteria should reflect the urban environment adjacent to the airport.**

**Policy      Action**

LU-13.1 Promote safe operation of Olympia Regional Airport by encouraging compatible land uses and activities and discouraging uses or activities that will impede safe flight operations or endanger the lives of people on the ground.

LU-13.2 Coordinate protection of Olympia Regional Airport with Thurston County by developing consistent implementing regulations.

### 3.3 Implementation Policies

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

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

1. Change zoning designations, as may be appropriate, in certain areas of the City to be consistent with the overall City Land Use Map, the individual neighborhood maps, and policies.
2. Develop or modify existing zoning and land use regulations to achieve mixed-use areas, allow clustering and the use of innovative housing techniques, and address infill.
3. Protect Olympia Regional Airport from incompatible uses by applying development standards of the Airport Overlay Zone, Chapter 18.32 of the

Tumwater Municipal Code. The Airport Overlay Zone addresses three primary issues further described below: height hazards, compatible land uses, and Airport Overlay Zone disclosure statements. Any changes to this chapter, as may be appropriate, should be made after consideration of the State Department of Transportation Aviation Division Publication "Airports and Compatible Land Use, Volume 1," and other best available technical information to the extent practical within an urban area.

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

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

5. Disclosure Statement. Require a disclosure statement to be recorded with the Thurston County Auditor for subdivisions, short subdivisions, binding site plans, and building permits located within the Airport Overlay Zone. The disclosure statement should state the property is located within the Airport Overlay Zone in which a variety of aviation activities occurs. Such activities may include but are not limited to noise, vibration, chemicals, odors, hours of operation and other associated activities.
6. Develop urban design plans and development standards to address compatibility of new development, preserve neighborhood character, and create pedestrian-oriented transit supportive development.
7. Through the Tumwater and Thurston County joint planning process and the County-Wide Planning Policies for Thurston County, direct the timing and location of development with the provision of adequate facilities and services within Tumwater's Urban Growth Area.
8. Invest in public improvements to facilitate and complement private development including streetscape improvements, public open spaces, and other amenities.
9. Review and modify, as necessary, existing plans to ensure consistency with the Land Use Element.
10. Continue public involvement in the planning process so decisions made regarding the growth and development of the City are reflective of general community goals and sensitive to special interests of effected parties.
11. Modify the land use regulatory review, permitting, and approval system for consistency with the Growth Management Act and adopted plans to ensure predictability and allow processing of development permits in a timely and fair manner.

12. Work with the Port of Olympia and the Federal Aviation Administration to remove the restrictions on residential development on Port owned land in the Town Center to allow full implementation of the City of Tumwater Town Center.
13. Clarify the differences in the City of Tumwater's definitions of warehouse distribution center and warehousing that is accessory to a manufacturing use.
14. Implement the Housing Action Plan strategies through land use actions by the City.
15. Implement the strategies in the most recent version of the Climate Mitigation Plan through land use actions by the City.
16. Implement the Urban Forestry Management Plan through the municipal code, Development Guidelines, City employee processes, and community education and engagement.

Land Use Element – Goals, Policies, and Implementation Action Review

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Growth Management Goals

New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
LU-1			Coordinate the Land Use Element with other plans and regulations.						
	LU-1.1		Coordinate the Land Use Element with all adopted City plans and regulations.		LU-1			Ensure the Land Use Element is implementable and coordinated with all applicable City plans and the plans of other jurisdictions in the Thurston region.	
			[See LU-1.1 above]			LU-1.6		Ensure consistency between the Land Use Element and Tumwater Historic District Master Plan.	
			[See LU-1.1 above]			LU-1.7		Coordinate the Land Use Element with the Shoreline Master Program.	
			[See LU-1.1 above]			LU-1.8		Coordinate the Land Use Element with the City's Economic Development Element.	
			[See LU-1.1 above]			LU-1.9		Ensure consistency between the Land Use Element and the Tumwater Zoning Code.	
			[See LU-1.1 above]			LU-1.10		Coordinate the Land Use Element with the City's Lands for Public Purposes Element and the Capital Facilities Plan.	
			[See LU-1.1 above]			LU-1.13		Coordinate the Land Use Element with the strategies in the City of Tumwater Housing Action Plan.	
			[See LU-1.1 above]			LU-1.14		Coordinate the Land Use Element with the strategies in the most recent version of the Thurston Climate Mitigation Plan.	
		LU-1.1.1	Implement the following City plans through the Land Use Element: 1. Tumwater Historic District Master Plan 2. Shoreline Master Program 3. Economic Development Plan 4. Zoning Code 5. Capital Facilities Plan and Transportation Improvement Plans 6. Housing Action Plan 7. Thurston Climate Mitigation Plan			LU-1.6		Ensure consistency between the Land Use Element and Tumwater Historic District Master Plan.	

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New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
			[See LU-1.1.1 above]				LU-1.7.1	Make sure the Land Use Element is consistent with the recommendations of the Shoreline Master Program.	
			[See LU-1.1.1 above]				LU-1.8.1	Implement goals and associated policies and actions of the Economic Development Element.	
			[See LU-1.1.1 above]				LU-1.9.1	Implement the Land Use Element by revising the Zoning Code and other municipal Codes to reflect the goals, policies, actions, and designations outlined in the Land Use Element.	
			[See LU-1.1.1 above]			LU-1.10		Coordinate the Land Use Element with the City's Lands for Public Purposes Element and the Capital Facilities Plan.	
			[See LU-1.1.1 above]			LU-1.13		Coordinate the Land Use Element with the strategies in the City of Tumwater Housing Action Plan.	
			[See LU-1.1.1 above]			LU-1.14		Coordinate the Land Use Element with the strategies in the most recent version of the Thurston Climate Mitigation Plan.	
	LU-1.2		Coordinate the Land Use Element with all adopted regional plans and the plans of neighboring jurisdictions and special districts.		LU-1			Ensure the Land Use Element is implementable and coordinated with all applicable City plans and the plans of other jurisdictions in the Thurston region.	
			[See LU-1.2 above]			LU-1.1		Ensure the Land Use Element is consistent with adopted County-Wide Planning Policies and integrate transportation considerations into land use decisions, and vice versa.	
			[See LU-1.2 above]			LU-1.2		Ensure the Land Use Element is consistent with the goals of Sustainable Thurston.	
			[See LU-1.2 above]			LU-1.5		Coordinate the Land Use Element with the Port of Olympia Master Plan (2016).	

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New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
		LU-1.2.1	Implement the adopted goals and policies through the Land Use Element: 1. County-Wide Planning Policies 2. Sustainable Thurston				LU-1.1.1	Implement the eleven County-Wide Policy elements in the County-Wide Policy Plan (Reference Appendix B: County-Wide Planning Policies).	
			[See LU-1.2.1 above]				LU-1.2.1	Implement specific Sustainable Thurston goals identified in Land Use Element Section 1.6, Sustainable Thurston Goals (Reference Appendix C: Sustainable Thurston)	
	LU-1.3		Engage in planning on a neighborhood level with residents of the City.			LU-1.3		Engage in planning on a neighborhood level with residents of the City (Reference Appendix A: Neighborhood Appendix)	
	LU-1.4		Create a new city center.	This is a reference to the Town Center. Is this still a goal?		LU-1.4		Encourage the creation of a new city center that is compatible with the Land Use Element.	
	LU-1.5		Make capital budget and transportation improvement decisions consistent with the Comprehensive Plan.	See also LU-1.2		LU-1.11		Make capital budget decisions consistent with the comprehensive plan in accordance with RCW 36.70A.120 (Reference the City’s current six-year Capital Facilities and Transportation Improvement Plans).	
LU-2			Ensure development takes place in an orderly and cost-efficient manner to best utilize available land and public services, conserve natural resources, protect critical areas, preserve open space, addresses equity and climate change, and reduce sprawl.		LU-2			Ensure development takes place in an orderly and cost-efficient manner in order to best utilize available land and public services, conserve natural resources, protect critical areas, preserve open space, and reduce sprawl.	
	LU-2.1		Use innovative land use management techniques to create and maintain vibrant centers, corridors, and neighborhoods while accommodating growth and protecting critical areas.	Revised		LU-2.3		Encourage innovative land use management techniques such as density bonuses, cluster housing, zero-lot-line development, planned unit developments, and transfer of development rights to create vibrant centers, corridors, and neighborhoods while accommodating growth.	



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New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
		LU-2.1.1	Ensure the City's Development Standards allow for innovative land use management techniques.				LU-2.3.1	Consider revision of the City's Development Standards to encourage innovative land use management techniques.	
		LU-2.1.2	Update the City's architectural and landscape design standards on a regular basis.			LU-2.5		Encourage development of architectural and landscape design standards.	
	LU-2.2		Create and maintain vibrant city centers and activity nodes along transit corridors that support housing, jobs, services, and active transportation.			LU-2.7		Create vibrant city centers and activity nodes along transit corridors that support active transportation and housing, jobs, and services.	
	LU-2.3		Create and maintain safe and vibrant neighborhoods with places that build community and support active transportation.			LU-2.8		Create safe and vibrant neighborhoods with places that build community and encourage active transportation.	
	LU-2.4		Ensure new annexations adhere to the goals and policies of the City's Annexation Policy.	Confirm version of City’s Annexation Policy.		LU-2.4		Ensure new annexations adhere to the goals and policies of the City's Annexation Policy.	
	LU-2.5		Ensure the City’s capital budget decisions are coordinated with the Land Use Element, Lands for Public Purpose Element, and Transportation Plan.			LU-2.6		Ensure the City’s capital budget decisions in the City’s current six-year Capital Facilities and Transportation Improvement Plans are coordinated with the Land Use Element, Lands for Public Purpose Element, and Transportation Element.	
	LU-2.6		Protect designated mineral and forest resource lands from incompatible development.			LU-2.9		Protect designated mineral resource lands from incompatible development.	
LU-3			Ensure adequate public services, facilities, and publicly owned utilities are available to proposed and existing development.		LU-3			Ensure adequate public services, facilities, and publicly owned utilities are available to proposed and existing development.	
	LU-3.1		Coordinate development with the City's six-year Capital Facilities Plan.			LU-3.1		Coordinate development with the City's six-year Capital Facilities Plan.	

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New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
		LU-3.1.1	Ensure the Capital Facilities Plan can be implemented through the Land Use Element's projected densities.				LU-3.1.1	Ensure the Capital Facilities Plan can be implemented through the Land Use Element's projected densities and the direction found in the Lands for Public Purposes Element.	
	LU-3.2		Ensure development is in conformance with the Water System Plan and Sanitary Sewer Comprehensive Plan.			LU-3.2		Ensure development is in conformance with the Water System Plan and Sanitary Sewer Comprehensive Plan.	
	LU-3.3		Analyze all proposed development for anticipated impact on services as part of development and environmental review.			LU-3.3		Analyze all proposed development for anticipated impact on services, either as an element of site plan review or as part of an environmental impact assessment.	
	LU-3.4		Work with property developers to determine where and when new public facilities are to be placed to permit proper development of projects.			LU-3.5		Work with developers to determine where and when new public facilities are to be placed to permit proper development of commercial and residential projects. This process should be directly related to the Lands for Public Purposes Element, the Capital Facilities Plan, and site plan review in order to achieve concurrency.	
	LU-3.5		Require development utilizing septic tanks for sewerage disposal to hook up to sanitary sewer when the system fails, needs replacement, or requires major repairs when sanitary sewer laterals are readily available.			LU-3.6		Require residential and commercial development utilizing septic tanks for sewerage disposal to hook up to sanitary sewer when the system fails, needs replacement, or requires major repairs when sanitary sewer laterals are readily available.	
		LU-3.5.1	Work with LOTT to connect developments that are on septic systems to LOTT's sewerage treatment system to reduce impacts to groundwater and surface water quality.			LU-3.6.1		In consultation with the LOTT partners, develop a program to connect developments that are on septic systems to LOTT's sewerage treatment system to reduce impacts to groundwater and surface water quality.	

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New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
	LU-3.6		Require development utilizing private wells for water systems to connect to City water service when the well fails, needs replacement, or requires major repairs, where City water service available.			LU-3.7		Require residential and commercial development utilizing private wells for water systems to connect to City water service when the well fails, needs replacement, or requires major repairs, where City water service available.	

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Equitable Community Goals – Housing, Transportation, and Open Space

New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
LU-4			Create land use patterns that increase the availability of affordable housing for all economic segments of the Tumwater population.		LU-4			Encourage land use patterns that increase the availability of affordable housing for all economic segments of the Tumwater population.	
	LU-4.1		Coordinate residential uses and densities in the Land Use Element with the Housing Element.			LU-4.1		Coordinate the Land Use Element with the Housing Element and fully implement the goals, policies, and actions of the Housing Element.	
	LU-4.2		Use innovative techniques for providing affordable housing.			LU-4.2		Encourage innovative techniques for providing affordable housing resulting in an attractive product that will be an asset to the Tumwater community.	
	LU-4.3		Permit implementing regulations to experiment in new forms of residential development where amenities of open space, privacy, and visual quality can be maintained or improved, and flexible solutions to land use problems such as density, diversity, equitability, and affordability can be achieved.			LU-4.4		Permit implementing regulations to experiment in new forms of residential development where amenities of open space, privacy, and visual quality can be maintained or improved, and flexible solutions to land use problems such as density, diversity, equitability, and affordability can be achieved.	
	LU-4.4		Increase housing types and densities to meet the needs of a changing population.			LU-4.6		Increase housing types and densities in corridors and centers to meet the needs of a changing population.	
			[See LU-4.4]			LU-4.7		Increase the variety of housing types outside of corridors and centers of appropriate intensities with supporting design guidelines to meet the needs of a changing population.	
LU-5			Ensure development patterns that provide efficient multimodal and active transportation systems coordinated with City and regional transportation plans.		LU-5			Ensure development patterns encourage efficient multi-modal transportation systems coordinated with regional, City, and county transportation plans.	
	LU-5.1		Coordinate with the Transportation Element, the Thurston Regional Transportation Plan, the Parks, Recreation, and Open Space Plan.			LU-5.1		Ensure coordination with the Transportation Element.	

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New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
			[See LU-5.1 above]			LU-5.2		Ensure coordination with the Thurston Regional Transportation Plan.	
			[See LU-5.1 above]			LU-5.3		Ensure coordination with the Parks, Recreation, and Open Space Plan (Element).	
	LU-5.2		Establish land use patterns that provide for multimodal links within the City.			LU-5.4		Established pedestrian and bicycle trail links with various parts of Tumwater and within the business area.	
	LU-5.3		Provide incentives for urban plazas and access to transit stops when new construction or major renovation is proposed.			LU-5.5		Encourage provision of urban plazas and access to transit stops when new construction or major renovation is proposed. Incentives for providing such amenities should be sought.	
	LU-5.4		Allow densities and mixes of uses that reduce the number and lengths of vehicle trips and increase the opportunity to use public transit and non-motorized modes of travel.			LU-5.6		Allow densities and mixes of uses that reduce the number and lengths of vehicle trips and increase the opportunity to use public transit and non-motorized modes of travel.	
	LU-5.5		Reinforce the link between land use and public transportation by encouraging development to occur at higher densities along designated transit corridors, nodes, and near commercial and employment centers.			LU-5.7		Reinforce the link between land use and public transportation by encouraging development to occur at urban residential densities along designated transit corridors, nodes, and near commercial centers.	
	LU-5.6		Provide development incentives for proposed land developments located adjacent to transportation corridors when amenities for transit users, bicyclists, and pedestrians are included.			LU-5.9		Provide development incentives, such as increased density, increased square footage, or increased height for proposed land developments located adjacent to transportation corridors when amenities for transit users, bicyclists, and pedestrians are included.	
	LU-5.7		Require land development proposals to utilize the capacity of the existing transportation system, especially transit and non-motorized modes.			LU-5.10		Encourage land development proposals to utilize the capacity of the existing transportation system, especially transit and non-motorized modes.	

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New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
	LU-5.8		Require public and private development proposals to enhance the street side environment to maximize comfort for the transit user and the pedestrian.			LU-5.11		Encourage public and private development proposals to enhance the street side environment to maximize comfort for the transit user and the pedestrian.	
	LU-5.10		Discourage transportation improvements, regardless of their financing mechanisms that would trigger premature development; that is, development inconsistent with applicable comprehensive plans and zoning.			LU-5.13		Discourage transportation improvements, regardless of their financing mechanisms that would trigger premature development; that is, development inconsistent with applicable comprehensive plans and zoning.	
	LU-5.11		Ensure alternative transportation modes are included in land developments.			LU-5.14		Ensure alternative transportation modes are included in comprehensive plans, subdivisions, and other land developments.	
LU-6			<b>Ensure physical limitations of the land are observed during the development process.</b>		LU-8			<b>Ensure physical limitations of the land are observed during the development process.</b>	
	LU-6.1		Ensure new development is in conformance with standards and requirements for critical areas.			LU-8.1		Ensure new development is in conformance with standards and requirements for critical areas within the Conservation Element.	
	LU-6.2		Reserve the right to prohibit or set conditions on development based on anticipated adverse environmental impact.			LU-8.2		Reserve the right to prohibit or set conditions on development based on anticipated adverse environmental impact.	
	LU-6.3		Integrate design features of existing natural systems into the layout and siting of new development. Preserve trees and significant ecological systems, whenever possible and practical.			LU-9.3		Integrate design features of existing natural systems into the layout and siting of new residential dwelling units. Preserve trees and significant ecological systems, whenever possible and practical.	
	LU-6.4		Ensure new development is in conformance with the standards of the City's Protection of Trees and Vegetation Ordinance.			LU-8.4		Ensure new development is in conformance with the standards of the City's Protection of Trees and Vegetation Ordinance.	

Land Use Element – Goals, Policies, and Implementation Action Review

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Residential Land Use Goals

New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
LU-7			Support development of residential uses.		LU-9			Identify what conditions should be applied to development in residential areas.	
	LU-7.1		Ensure an adequate supply of residential land that would support the development of housing affordable to all income groups.			LU-9.1		Ensure an adequate supply of residential land that would support the development of housing affordable to all income groups.	
	LU-7.2		Protect residential development from excessive noise, odors, dirt, glare, pollution, and other nuisances emanating from commercial and industrial uses.			LU-9.2		Protect residential developments from excessive noise, odors, dirt, glare, and other nuisances emanating from commercial and industrial uses.	
	LU-7.3		Ensure multifamily residential development occurs in integrated centers to ensure multimodal access to services.			LU-9.3		Allow for multi-family residential development in the zoning code. Consideration should be given to encouraging this type of development near centers of community services.	
	LU-7.4		Permit experimentation in development regulations with newer forms of residential development where amenities of open space, privacy, and visual quality can be maintained or improved, and flexible solutions to land use problems can be achieved.			LU-9.4		Permit experimentation in development regulations with newer forms of residential development where amenities of open space, privacy, and visual quality can be maintained or improved, and flexible solutions to land use problems can be achieved.	
		LU-7.4.1	Do not permit private residential gated communities.				LU-9.4.1	Do not permit private residential gated communities.	
		LU-7.4.2	Promote nearby access to healthy food for residential developments.				LU-9.4.2	Promote nearby access to healthy food for residential developments.	

Land Use Element – Goals, Policies, and Implementation Action Review

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Commercial Land Use Goals

New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
LU-8			Support development of commercial uses in appropriate areas.		LU-10			Identify the City's policies and regulations pertaining to commercial and industrial areas and uses.	
	LU-8.1		Ensure adequate supply of developable commercial land along primary transportation corridors.	Move “invest in commercial redevelopment” to the Economic Development Plan.		LU-10.3		Ensure adequate supply of developable land along primary transportation corridors and invest in commercial and industrial redevelopment.	
	LU-8.2		Concentrate high intensity commercial uses in integrated centers rather than dispersed throughout the City to ensure multimodal access and prevent strip development.			LU-10.4		Encourage developers to concentrate non-residential land uses in integrated centers in order to insure convenient access and prevent strip development.	
	LU-8.3		Develop high intensity commercial areas following an integrated planning scheme incorporating performance standards regarding green belts, and buffering, landscaping, parking facilities, and other items of site design as appropriate.			LU-10.6		Rest future development of commercial, manufacturing, and light industrial areas in Tumwater on a comprehensive, integrated planning scheme incorporating performance standards regarding green belts, and buffering, landscaping, parking facilities, and other items of site design as appropriate.	
	LU-8.4		Locate high intensity commercial uses close to arterial routes and freeway access.			LU-10.9		Locate commercial and industrial land uses close to arterial routes and freeway access and rail facilities.	
	LU-8.5		Locate neighborhood commercial uses that supply nearby residents with everyday convenience shopping goods in the City to reduce traffic generation, where these uses are small, not generate excessive traffic, and compatible with nearby residences.			LU-10.10		Encourage neighborhood commercial uses that supply nearby residents with everyday convenience shopping goods in the City to reduce traffic generation, where, generally, these uses are very small, not generate excessive traffic, and compatible with nearby residences.	
	LU-8.6		Support food trucks and food truck courts as commercial uses.			LU-10.11		Encourage businesses to allow food trucks at work sites to bring diverse meal options and fresh produce to workers.	



Land Use Element – Goals, Policies, and Implementation Action Review

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Manufacturing, Industrial, and Warehouse Land Use Goals

New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
LU-9			Support development of manufacturing, industrial, and warehouse uses in appropriate areas.		LU-10			Identify the City's policies and regulations pertaining to commercial and industrial areas and uses.	
	LU-9.1		Ensure adequate supply of developable industrial land along primary transportation corridors.	Move “invest in commercial redevelopment” to the Economic Development Plan.		LU-10.3		Ensure adequate supply of developable land along primary transportation corridors and invest in commercial and industrial redevelopment.	
	LU-9.2		Group manufacturing, industrial, and warehouse uses into centers rather than dispersed throughout the City. These centers shall have a landscaped, urban park quality.			LU-10.5		Group commercial, industrial, and manufacturing uses into centers rather than dispersed throughout the City. These centers shall have a landscaped, urban park quality.	
	LU-9.3		Develop manufacturing, industrial, and warehouse areas following an integrated planning scheme incorporating performance standards regarding green belts, and buffering, landscaping, parking facilities, and other items of site design as appropriate.			LU-10.6		Rest future development of commercial, manufacturing, and light industrial areas in Tumwater on a comprehensive, integrated planning scheme incorporating performance standards regarding green belts, and buffering, landscaping, parking facilities, and other items of site design as appropriate.	
	LU-9.4		Locate new manufacturing, industrial, and warehouse development in areas and patterns that minimize pollution and heavy trucking through residential and business areas.			LU-10.7		Use land use regulations to guide new industrial development into areas and patterns that minimize heavy trucking through residential and business areas.	
	LU-9.5		Ensure manufacturing, industrial, and warehouse structures, where practical, are low profile and provide screening landscaping including trees and shrubs.			LU-10.8		Ensure commercial and industrial structures, where practical, are low profile and provide landscaping including lawns, trees, and shrubs.	
	LU-9.6		Locate manufacturing, industrial, and warehouse uses close to arterial routes and freeway access and rail facilities.			LU-10.9		Locate commercial and industrial land uses close to arterial routes and freeway access and rail facilities.	

Land Use Element – Goals, Policies, and Implementation Action Review

May 28, 2024

Parks and Open Space Land Use Goals

New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
LU-10			Retain open space, parks, trails, and support development of recreational opportunities within Tumwater.		LU-7			Encourage retention of open space, parks, trails, and development of recreational opportunities within Tumwater.	
	LU-10.1		Ensure coordination of the Land Use Element with the Parks, Recreation, and Open Space Plan (Element).			LU-7.1		Ensure coordination of the Land Use Element with the Parks, Recreation, and Open Space Plan (Element).	
	LU-10.2		Ensure coordination of the Land Use Element with open space retention and natural area preservation standards of the Conservation Element.			LU-7.2		Ensure coordination of the Land Use Element with open space retention and natural area preservation standards of the Conservation Element.	
	LU-10.3		Preserve environmentally sensitive lands, farmlands, mineral resources, and prairies, by developing compact urban areas.			LU-7.3		Preserve environmentally sensitive lands, farmlands, mineral resources, and prairies, by developing compact urban areas.	
	LU-10.4		Provide a variety of open spaces including landscaped buffers, small parks, plazas, and other community areas to balance higher density development and enhance quality of living.			LU-7.4		Provide a variety of open spaces including landscaped buffers, small parks, plazas, and other community areas to balance higher density development and enhance quality of living.	
		LU-10.4.1	Specify the amount of area that must be dedicated for open space and require configuration useful for the purpose desired in the City's Zoning Ordinance to make certain that areas of developments dedicated to open space provide the functions intended.				LU-7.4.1	Specify the amount of area that must be dedicated for open space and require configuration useful for the purpose desired in the City's Zoning Ordinance to make certain that areas of developments dedicated to open space provide the functions intended.	

Land Use Element – Goals, Policies, and Implementation Action Review

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Essential Public Facilities Goals

New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
LU-11			Provide for the location of essential public facilities as defined under State law.					[New goal]	
	LU-11.1		Ensure that the Comprehensive Plan and implementing regulations do not preclude the siting of essential public facilities and coordinated with and advance other planning goals.					[New policy]	
	LU-11.2		Ensure that where possible, essential public facility sites are used jointly for public benefit.					[New policy]	
	LU-11.3		Ensure that affected agencies and citizens, adjacent jurisdictions, and other interested parties are given adequate notice and opportunity for meaningful participation in decisions on siting essential public facilities.					[New policy]	
	LU-11.4		Utilize the following siting criteria for siting new or expansion of existing essential public facilities: <div><div>1. Proximity to major transportation routes and essential infrastructure;</div><div>2. Land use compatibility with surrounding areas;</div><div>3. Potential environmental impacts;</div><div>4. Effects on resource and critical areas;</div><div>5. Public costs and benefits including operation and maintenance;</div><div>6. Current capacity and location of equivalent facilities;</div><div>7. The existence, within the City, of reasonable alternatives to the proposed activity, and</div><div>8. Other criteria as determined relevant to the specific essential public facility.</div></div>					[New policy]	

Land Use Element – Goals, Policies, and Implementation Action Review

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New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
LU-12			Protect Olympia Regional Airport from incompatible land uses and activities that could affect present and future use of airport facilities and operations. Regulations and criteria should reflect the urban environment adjacent to the airport.		LU-13			Protect Olympia Regional Airport from incompatible land uses and activities that could affect present and future use of airport facilities and operations. Regulations and criteria should reflect the urban environment adjacent to the airport.	
	LU-12.1		Promote safe operation of Olympia Regional Airport by encouraging compatible land uses and activities and discouraging uses or activities that will impede safe flight operations or endanger the lives of people on the ground.			LU-13.1		Promote safe operation of Olympia Regional Airport by encouraging compatible land uses and activities and discouraging uses or activities that will impede safe flight operations or endanger the lives of people on the ground.	
	LU-12.2		Coordinate protection of Olympia Regional Airport with Thurston County by developing consistent implementing regulations.			LU-13.2		Coordinate protection of Olympia Regional Airport with Thurston County by developing consistent implementing regulations.	

Land Use Element – Goals, Policies, and Implementation Action Review

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Historic Preservation Goals

New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
LU-13			Promote preservation of sites of historical and cultural significance.		LU-12			Promote preservation of sites of historical and cultural significance.	
	LU-13.1		Ensure coordination of the Land Use Element with Tumwater and Thurston County historic preservation programs.			LU-12.1		Ensure coordination of the Land Use Element with Tumwater and Thurston County historic preservation programs.	
	LU-13.2		Make land use decisions that protect designated state and national landmarks listed by the State Office of Archaeology and Historic Preservation.			LU-12.2		Make land use decisions that protect designated state and national landmarks listed by the State Office of Archaeology and Historic Preservation.	

Land Use Element – Goals, Policies, and Implementation Action Review

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Goals, Policies, and Actions Moved from Other Elements

New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes

Land Use Element – Goals, Policies, and Implementation Action Review  
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Goals, Policies, and Actions Moved to Other Elements

New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
				Moved to Conservation Element.	LU-6			Reduce impacts from flooding; encourage efficient stormwater management; and ensure the groundwater of Tumwater is protected and preserved.	
				Moved to Conservation Element.		LU-6.1		Ensure new development is in conformance with requirements and standards of the <i>Northern Thurston Groundwater Protection Plan</i> .	
				Moved to Conservation Element.		LU-6.2		Ensure new development is in conformance with requirements and standards of the <i>Drainage Design and Erosion Control Manual for Tumwater</i> , as amended.	
				<i>Moved to Conservation Element.</i>			LU 6.2.1	<i>Implement specific Sustainable Thurston goals identified in Land Use Element Section 1.6, Sustainable Thurston Goals (Reference Appendix C: Sustainable Thurston)</i>	
				Moved to Conservation Element.		LU-6.3		Ensure coordination with the <i>Percival Creek Comprehensive Drainage Basin Plan</i> .	
				Moved to Conservation Element.		LU-6.4		Ensure new development is in conformance with aquifer protection standards of the Conservation Element.	
				Moved to Conservation Element.		LU-6.5		Ensure implementation of the <i>Natural Hazards Mitigation Plan for the Thurston Region</i> to reduce or eliminate the human and economic costs of natural disasters for the overall good and welfare of the community.	

Land Use Element – Goals, Policies, and Implementation Action Review

May 28, 2024

New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
				Moved to Conservation Element.			LU-8.1.1	Consider implementation of the state geological study and mapping program for the City. This study should address geologic, erosion, landslide, seismic, and volcanic hazard areas.	
				Moved to new Climate Element.		LU-2.10		Reduce the City’s carbon footprint where possible and move towards a carbon-neutral community.	
				Moved to new Climate Element.	LU-11			Ensure new and existing development is energy efficient.	
				Moved to new Climate Element.		LU-11.1		Recognize potential energy efficiencies associated with mixed-use developments and centers.	
				Moved to new Climate Element.		LU-11.2		Encourage building design, orientation, and land use arrangements that take advantage of natural landforms, existing vegetation, and climatic features for reducing energy demands for heating and cooling purposes.	
				Moved to new Climate Element.		LU-11.3		Aggressively pursue conservation or system improvements as a potential means to defer the siting and development of new facilities where appropriate.	
				Moved to new Climate Element.		LU-11.4		Recognize savings in energy usage for heating and cooling purposes associated with common wall construction.	
				Moved to new Climate Element.		LU-11.5		Encourage existing and new development to use landscaping to take advantage of the sun's warming rays in winter and to provide shade in summer.	
				Moved to new Climate Element.		LU-11.6		Recognize potential energy savings through optimally using solar energy and orient development sites accordingly.	
				Moved to new Climate Element.		LU-11.7		Consider the impact of new development and landscaping on solar accessibility of adjoining lots and mitigate wherever feasible.	



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New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
				Moved to new Climate Element.		LU-11.8		Encourage development and integration of new energy technologies in the design of new development and redevelopment, which result in energy and cost savings.	
				Moved to new Climate Element.		LU-11.9		Develop a program to encourage energy retrofits of existing buildings to improve their energy efficiency.	
				Moved to new Climate Element.		LU-11.10		Coordinate the City’s energy efficiency programs with the strategies in the most recent version of the Thurston Climate Mitigation Plan.	
				Moved to Economic Development Plan		LU-10.1		Implement the goals, policies, and actions of the Economic Development Element through the Land Use Element.	
				Moved to Economic Development Plan		LU-10.2		Encourage industry clusters to create jobs, and increase revenue circulation locally.	
				Moved to Economic Development Plan		LU-10.12		Emphasize sustainable practices while encouraging economic development.	
				Moved to Transportation Plan.		LU-5.15		Expand bicycle and pedestrian data collection efforts.	
				Moved to Transportation Plan.		LU-5.16		Establish a regional bicyclist and pedestrian advisory body.	
				Moved to Transportation Plan.		LU-5.17		Support efforts of the local traffic safety campaigns to educate bicyclists and pedestrians of the laws pertaining to walking and biking.	

Land Use Element – Goals, Policies, and Implementation Action Review

May 28, 2024

Goals, Policies, and Actions Deleted and Not Replaced

New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
				<i>Recommend deletion. Part of State stormwater management requirements.</i>			<i>LU-1.10.1</i>	<i>Implement low impact development through land use and stormwater planning.</i>	
				Recommend deletion. Part of Growth Management Act locating growth in urban areas.		LU-2.1		Encourage the highest intensity growth to locate within the City's corporate limits.	
				<i>Recommend deletion.</i>			<i>LU-2.1.1</i>	<i>Implement goals and associated policies and actions of the Economic Development Element. (Reference Goal LU-1.8.1)</i>	
				Recommend deletion. Part of Growth Management Act locating growth in urban areas.		LU-2.2		Reduce inappropriate conversion of undeveloped land into sprawling low-density development.	
				<i>Recommend deletion.</i>			<i>LU-2.2.1</i>	<i>Ensure the eleven County-Wide Policy elements in the County-Wide Policy Plan are implemented. (Reference Goal LU-1.1.1)</i>	
				<i>Recommend deletion.</i>			<i>LU-2.5.1</i>	<i>Implement Goals 5 and 6 of the Economic Development Element.</i>	
				Recommend deletion. Part of Growth Management Act locating growth in urban areas.		LU-3.4		Give preference to providing adequate public facilities to settled areas rather than extending new services to sparsely settled or undeveloped areas and to serving incorporated land before serving unincorporated areas.	
				<i>Recommend deletion.</i>			<i>LU-3.4.1</i>	<i>Ensure the eleven County-Wide Policy elements in the County-Wide Policy Plan are implemented. (Reference Goal LU-1.1.1)</i>	
				<i>Recommend deletion.</i>			<i>LU-3.5.1</i>	<i>Ensure the eleven County-Wide Policy elements in the County-Wide Policy Plan are implemented. (Reference Goal LU-1.1.1)</i>	
				<i>Recommend deletion.</i>			<i>LU-4.2.1</i>	<i>Consider revision of the City's Development Standards to encourage innovative land use management techniques. (Reference Goal LU-2.3.1)</i>	

Land Use Element – Goals, Policies, and Implementation Action Review

May 28, 2024

New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
				Recommend deletion. State law requires manufactured housing to be treated the same a site built housing.		LU-4.3		Continue to allow manufactured housing on individual lots within the City, as well as within mobile and manufactured home parks, to encourage affordable housing.	
				Recommend deletion.			LU-4.3.1	Consider methods to provide sufficient land for manufactured housing in accordance with the Growth Management Act.	
				Recommend deletion.			LU-4.4.1	Consider revision of the City's Development Standards to encourage innovative land use management techniques. (Reference Goal LU-2.3.1)	
				Recommend deletion.		LU-4.5		Encourage higher density residential uses in order to provide affordable housing. These uses should blend with the existing character of the community.	
				Recommend deletion.			LU-5.2.1	Ensure the eleven County-Wide Policy elements in the County-Wide Policy Plan are implemented. (Reference Goal LU-1.1.1)	
				Recommend deletion.			LU-5.4.1	Ensure coordination of the Land Use Element with the Parks, Recreation, and Open Space Plan (Element) and the Transportation Element.	
				Recommend deletion.			LU-5.5.1	Consider revision of the City's Development Standards to encourage provision of these amenities. Consider development of a citywide design standards program. (Reference Goal LU-2.3.1)	
				Recommend deletion. Part of Growth Management Act locating growth in urban areas.		LU-5.8		Ensure proposed capacity improvements to the City's transportation systems are designed to serve proposals that are contiguous to existing development, as a means to discourage the occurrence of "leap frog" development patterns	

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May 28, 2024

New Goal	New Policy	New Action	Initial Staff Proposed Language	Staff Notes	Old Goal	Old Policy	Old Action	Current Goal, Policy, or Action	Planning Commission Notes
				Recommend deletion.		LU-5.12		Encourage subdivision and commercial and retail project design that facilitates cost-effective transit and emergency service delivery.	
				Recommend deletion. Addressed in the Shoreline Management Plan.		LU-8.3		Ensure development within the jurisdiction of the Shoreline Management Act adheres to the flood control policies, land use controls, and regulations of the applicable environmental designation as described in the Tumwater Shoreline Master Program.	
				<i>Recommend deletion.</i>			LU-9.2.1	<i>Consider revision of the City's Development Standards to encourage innovative land use management techniques. (Reference Goal LU-2.3.1)</i>	
				<i>Recommend deletion.</i>			LU-9.3.1	<i>Consider revision of the City's Development Standards to encourage innovative land use management techniques. (Reference Goal LU-2.3.1)</i>	
				Recommend deletion. May consider as an implementation measure.		LU-10.11		Encourage businesses to allow food trucks at work sites to bring diverse meal options and fresh produce to workers.	

Land Use Element – Goals, Policies, and Implementation Action Review

May 28, 2024

Old Implementation Policies

New Action	Initial Staff Proposed Language	Staff Notes	Old Action	Current Implementation Policy	Planning Commission Notes
			1	Change zoning designations, as may be appropriate, in certain areas of the City to be consistent with the overall City Land Use Map, the individual neighborhood maps, and policies.	
			2	Develop or modify existing zoning and land use regulations to achieve mixed-use areas, allow clustering and the use of innovative housing techniques, and address infill.	
			3	Protect Olympia Regional Airport from incompatible uses by applying development standards of the Airport Overlay Zone, Chapter 18.32 of the Tumwater Municipal Code. The Airport Overlay Zone addresses three primary issues further described below: height hazards, compatible land uses, and Airport Overlay Zone disclosure statements. Any changes to this chapter, as may be appropriate, should be made after consideration of the State Department of Transportation Aviation Division Publication “Airports and Compatible Land Use, Volume 1,” and other best available technical information to the extent practical within an urban area.	
			4a	Height Hazards. Prohibit structures and trees from penetrating airspace surfaces as defined by Title 14 of the Code of Federal Regulations Part 77, except as necessary and incidental to airport operations.	
			4b	Land Use Types and Intensities. Permit appropriate land uses compatible with airport and aviation uses. Encourage contiguous open space areas within the Airport Overlay Zone that provide functional open space needs for aircraft in cases of an emergency. Open space areas should be large and contiguous to other open space areas.	
			5	Disclosure Statement. Require a disclosure statement to be recorded with the Thurston County Auditor for subdivisions, short subdivisions, binding site plans, and building permits located within the Airport Overlay Zone. The disclosure statement should state the property is located within the Airport Overlay Zone in which a variety of aviation activities occurs. Such activities may include but are not limited to noise, vibration, chemicals, odors, hours of operation and other associated activities.	
			6	Develop urban design plans and development standards to address compatibility of new development, preserve neighborhood character, and create pedestrian-oriented transit supportive development.	

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New Action	Initial Staff Proposed Language	Staff Notes	Old Action	Current Implementation Policy	Planning Commission Notes
			7	Through the Tumwater and Thurston County joint planning process and the County-Wide Planning Policies for Thurston County, direct the timing and location of development with the provision of adequate facilities and services within Tumwater's Urban Growth Area.	
			8	Invest in public improvements to facilitate and complement private development including streetscape improvements, public open spaces, and other amenities.	
			9	Review and modify, as necessary, existing plans to ensure consistency with the Land Use Element.	
			10	Continue public involvement in the planning process so decisions made regarding the growth and development of the City are reflective of general community goals and sensitive to special interests of effected parties.	
			11	Modify the land use regulatory review, permitting, and approval system for consistency with the Growth Management Act and adopted plans to ensure predictability and allow processing of development permits in a timely and fair manner.	
			12	Work with the Port of Olympia and the Federal Aviation Administration to remove the restrictions on residential development on Port owned land in the Town Center to allow full implementation of the City of Tumwater Town Center.	
			13	Clarify the differences in the City of Tumwater’s definitions of warehouse distribution center and warehousing that is accessory to a manufacturing use.	
			14	Implement the Housing Action Plan strategies through land use actions by the City.	
			15	Implement the strategies in the most recent version of the Climate Mitigation Plan through land use actions by the City.	
			16	Implement the Urban Forestry Management Plan through the municipal code, Development Guidelines, City employee processes, and community education and engagement.	

# Tumwater City Plan 2036 Land Use Element







**CITY OF TUMWATER  
LAND USE ELEMENT**

*2016 Update/Adopted December 20, 2016,  
Amended November 2, 2020, O2020-002  
Amended October 19, 2021, O2021-003*

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**TUMWATER CITY COUNCIL**

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Neil McClanahan, Mayor Pro Tem  
Nicole Hill  
Tom Oliva  
Joan Cathey  
Eileen Swarthout  
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Jessica Hausman  
Joel Hansen  
Michael Althausen

**TUMWATER CITY STAFF**

John Doan, AICP, City Administrator  
Michael Matlock, AICP, Community Development Director  
Brad Medrud, AICP, Planning Manager  
David Ginther, Senior Planner  
Megan Lande, Planning Intern  
Paula Reeves, Former Planning Manager

**CITY OF TUMWATER  
LAND USE ELEMENT**

*2016 Update/Adopted December 20, 2016,  
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Appendix A:	Neighborhood Appendix
Appendix B:	County-Wide Planning Policies
Appendix C:	Sustainable Thurston Goals and Actions
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## 1 INTRODUCTION

### 1.1. Purpose and Scope

The Land Use Element of the Tumwater Comprehensive Plan was prepared in accordance with the requirements of the Growth Management Act (Chapter 36.70A RCW), adopted Thurston County-Wide Planning Policies, and Sustainable Thurston Policies and Actions.

The Land Use Element covers the 20-year planning period from 2015 to 2035,<sup>1</sup> and designates the proposed general distribution, location, and extent of housing, commerce, industry, recreation, open spaces, the general aviation airport, public utilities, public facilities, agricultural land, mineral resource land, and transportation as it relates to land use. It also incorporates urban planning approaches that promote sustainable, compact community development that is livable, walkable, safe, sustainable, and economically vibrant. The Land Use Element includes population densities, building intensities, and estimates of future population growth.

Along with the Conservation and Lands for Public Purposes Elements, the Land Use Element also provides for protection of the quality and quantity of groundwater used for public water supplies. Through adoption of the Hazard Mitigation Plan, the Land Use Element, along with the Conservation and Lands for Public Purposes Elements, reviews drainage, flooding, and storm water run-off in the area and provides guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.

Areas that are within Tumwater's Urban Growth Area are addressed through the Tumwater and Thurston County Joint Plan in accordance with adopted County-Wide Planning Policies.

The Land Use Maps represent the general future land use patterns intended for Tumwater within the 20-year planning period. They are a graphic expression of the policies found in Chapter 3, Land Use Goals, Policies, and Actions, and in each neighborhood chapter in the Neighborhood Appendix.

The plan divides the City into eleven neighborhood areas recognizing different land use planning needs. The Neighborhood Appendix consists of an outline, a map, and text referencing each area on the map. The text contains a description of current land use, trends for each neighborhood, and sets forth policy recommendations for future land

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<sup>1</sup> The City of Tumwater started the update process in 2015 using data from 2015 and did not receive 2016 data until it was too late to incorporate in the update process.

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use. The Neighborhood Appendix outlines provide a quick reference that includes policy recommendations for particular areas in each neighborhood.

Specific information on policy recommendations for each land use designation can be found in Chapter 2, Designations, and Definitions. The neighborhood maps graphically represent policy recommendations for future land uses for each neighborhood in Tumwater for the 20-year planning period.

Table 1 identifies the foundational planning documents that form the basis for the Land Use Element of the Comprehensive Plan. These documents are incorporated by reference into this plan.

Table 1. Foundational Plans and Documents

Topic Index	Supporting Plans and Materials
Land Use	<ul style="list-style-type: none"> <li>• Brewery Action Plan (2016)</li> <li>• Brewery District Plan (2014)</li> <li>• Capitol Boulevard Corridor Plan (2015)</li> <li>• Citywide Design Guidelines (2016)</li> <li>• County-Wide Planning Policies, Thurston County (2015)</li> <li>• Little Rock Subarea Plan (2011)</li> <li>• Memorandum of Understanding: An Urban Growth Management Agreement, Tumwater and Thurston County (1988)</li> <li>• Memorandum of Understanding: Urban Growth Area Zoning and Development Standards, Tumwater and Thurston County (1995)</li> <li>• Port of Olympia Master Plan (2016)</li> <li>• Shoreline Master Program (2014)</li> <li>• Sustainable Thurston, Thurston Regional Planning Council (2013)</li> <li>• Tumwater Historic District Master Plan (1993)</li> <li>• Tumwater Town Center Street Design (2004)</li> </ul>

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<b>Topic Index</b>	<b>Supporting Plans and Materials</b>
Population and Employment	<ul style="list-style-type: none"> <li>• Buildable Lands Report for Thurston County, Thurston Regional Planning Council (2014)</li> <li>• Population and Employment Forecast for Thurston County Final Report, Thurston Regional Planning Council (2015)</li> <li>• State Office of Financial Management Data (2015)</li> <li>• The Profile, Thurston Regional Planning Council (October 2015)</li> <li>• US Census Data (2010)</li> </ul>
Housing	<ul style="list-style-type: none"> <li>• See Housing Element</li> </ul>
Landfills	<ul style="list-style-type: none"> <li>• See Lands for Public Purposes Element</li> </ul>
Parks, Recreation, and Open Space	<ul style="list-style-type: none"> <li>• See Conservation Element</li> <li>• See Lands for Public Purposes Element</li> <li>• See Parks, Recreation, and Open Space Plan (Element)</li> <li>• Shoreline Master Program (2014)</li> <li>• Capital Facilities Plan (2016-2021)</li> </ul>
Sewage Treatment Facilities and Sanitary Sewer Systems	<ul style="list-style-type: none"> <li>• See Lands for Public Purposes Element</li> </ul>



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Topic Index	Supporting Plans and Materials
Transportation System	<ul style="list-style-type: none"> <li>• See Transportation Element</li> <li>• Capital Facilities Plan (2016-2021)</li> <li>• 2040 Regional Transportation Plan, Thurston Regional Planning Council (2016)</li> <li>• Black Hills Subarea Transportation Plan, City of Tumwater, Thurston County, Tumwater School District, and the Doelman Family (2003)</li> <li>• Intercity Transit Strategic Plan (2016-2021)</li> <li>• Port of Olympia Master Plan (2016)</li> <li>• Railroad Right of Way Preservation and Use Strategy for the Thurston Region (1992)</li> <li>• Regional Transportation Improvement Program, Thurston Regional Planning Council (2016-2019)</li> <li>• Thurston Regional Trails Plan, Thurston Regional Planning Council (2007)</li> <li>• Transportation Improvement Plan (2016-2021)</li> </ul>
Utilities	<ul style="list-style-type: none"> <li>• See Utilities Element</li> </ul>
Water and Waste Water	<ul style="list-style-type: none"> <li>• See Conservation Element</li> <li>• See Lands for Public Purposes Element</li> </ul>

## 1.2 Vision and Mission Statements

The following Vision and Mission Statements provide overarching direction for the future of the City. These statements were developed through the City's Strategic Planning Process.

***Vision Statement:** Tumwater of the future will be people-oriented and highly livable, with a strong economy, dynamic places, vibrant neighborhoods, a healthy natural environment, diverse and engaged residents, and a living connection to its history.*

***Mission Statement:** In active partnership with its citizens, the City of Tumwater provides leadership and essential municipal services to cultivate a prosperous economy, a healthy natural environment, vibrant neighborhoods, and a supportive social fabric.*

### 1.3 Strategic Plan Goals

The following Strategic Plan Goals establish the priorities for realizing the City's Vision. These goals were developed through the City's Strategic Planning Process.

*Goal #1: Strengthen Tumwater's Civic Society, Neighborhoods, and Residential Quality of Life*

*Goal #2: Create Dynamic and Vibrant Places for Residents and Visitors*

*Goal #3: Facilitate Desirable Economic Development Consistent with the Community's Vision*

*Goal #4: Promote Development that is Environmentally Sustainable and Provides for a Healthy Community*

*Goal #5: Manage City Resources Effectively*

### 1.4 Growth Management Act Goals Compliance

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

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

The availability of services, including roads, water and sewer facilities, has been expressly considered when applying all land use designations in the Land Use Element. The density ranges for all residential land use designations are consistent with available or planned public facilities and services. Recently completed subarea plans are incorporated into the Land Use Element to encourage development in these areas where facilities and services exist including the Littlerock Road Subarea Plan, Brewery District Plan, and Capitol Boulevard Corridor Plan. Specific goals that support this Growth Management Act goal are outlined in Chapter 3, Land Use Goals, Policies, and Actions and they include Goal LU-2, Policies LU-2.1 – 2.10.

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

Each residential designation in the Land Use Element has been carefully made to provide adequate density for feasible sewerage, while protecting sensitive areas as identified by established criteria. The Land Use Element contains goals, policies, and actions that encourage compact, efficient urban development and encourages urban growth to be phased outward from the urban core. These policies include minimum density requirements, clustering in sensitive areas, overall higher residential densities throughout the City, and mixed residential and commercial areas. These goals and policies are outlined in detail in Chapter 3, Land Use Goals, Policies, and Actions. Specific goals that support this Growth Management Act goal include Goal LU-2, Policies LU-2.1 through LU-2.4 and Goal LU-3, Policies LU-3.1 through LU-3.7.

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

The Land Use Element contains goals, policies, and actions that ensure coordination with regional and local transportation plans and include Goal LU-5, Policies LU-5.1 through LU-5.4. The Land Use Element also proposes residential, mixed-use, and neighborhood commercial land use designations that will encourage multi-modal, transit oriented development in Chapter 2, Designations, and Definitions.

4. *Housing. Encourage the availability of affordable housing to all economic segments of the population of this state; promote a variety of residential densities and housing types; and encourage preservation of existing housing stock.*

The issues of providing affordable housing are more specifically set forth in the Housing Element of the Comprehensive Plan. The Land Use Element plays a smaller role in allocating sufficient land to insure an adequate supply of buildable land. Each residential land use designation, including the Mixed Use designation, provides a variety of housing types at varying densities. Each Neighborhood subarea of the Land Use Element also contains sufficient variability in housing types to ensure that housing needs can be met for all segments of the Tumwater population for the next 20 years.

Additionally, the Land Use Element, in conjunction with the Housing Element, includes policies and land use designations designed to ensure

the provision of affordable housing. These policies are outlined in detail in Chapter 3, Land Use Goals, Policies, and Actions. Specific goals that support this Growth Management Act goal include Goal LU-4, Policies LU-4.1 through LU-4.6. The Housing Element includes a variety of policies expressly designed to encourage housing affordability, including but not limited to, a multitude of regulatory changes dispersed throughout the document.

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

The Land Use Element ensures the provision of adequate land for commerce and industry in the City and specific policies and actions that support this Growth Management Act goal are outlined in Chapter 3, Land Use Goals, Policies, and Actions. The Economic Development Element adopted in 2010 also makes specific recommendations for economic development in Tumwater.

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

The Attorney General is directed under RCW 36.70A.370 to advise state agencies and local governments on an orderly, consistent process that better enables the government to evaluate proposed regulatory or administrative actions to assure that these actions do not result in unconstitutional takings of private property. Local governments that plan under the Growth Management Act must use this process. The City adheres to the Attorney General's Advisory Memorandum: *Avoiding Unconstitutional Takings of Private Property*, which was developed to provide local governments with a tool to assist them in the process of evaluating land use actions.

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

The Land Use Element provides the policy basis for the City's development regulations to be developed in a systematic, fair manner. All

jurisdictions fully planning under the Growth Management Act must use all the permit procedures found in Chapter 36.70B RCW, Local Project Review to administer permit application processes. Project permit processing standards are provided in Tumwater Municipal Code Title 14.

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

The Land Use Element ensures the viability of natural resource industries in Tumwater through the identification of such lands in the Land Use Element text and maps. Additionally, the Conservation Element, a part of the Comprehensive Plan, has specific guidelines and policies that ensure the viability of natural resource industries and activities. Policy LU-2.7 supports this Growth Management Act goal in Chapter 3, Land Use Goals, Policies, and Actions.

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

The Land Use Element, in conjunction with the Parks, Recreation, and Open Space Plan (Element), designates areas of the City that would be appropriate for future open space and recreation uses. The Land Use Element reinforces the recommendations of the Parks, Recreation, and Open Space Plan (Element) through the designations in the Land Use Element and in the goals and policies. These policies are outlined in detail in Chapter 3, Land Use Goals, Policies, and Actions. Goal LU-7, Policies LU-7.1 through LU-7.4 supports the Growth Management Act goal.

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

Each designation in the Land Use Element has been crafted to be of an appropriate intensity for where it is applied. Areas of environmental sensitivity are designated as open space or they have received a designation of a lower intensity than other areas of the City. The Land Use Element contains goals and policies, which ensure coordination of land use with Chapter 13.12 Tumwater Municipal Code and Drainage

Design and Erosion Control Manual for Tumwater. The Conservation Element also contains specific policies relating to air and water quality, water availability, and protection and preservation of critical areas. The Land Use Element also makes recommendations for clustering and other creative development techniques in sensitive areas of the City and includes Goal LU-6, Policies LU-6.1 through LU-6.3; Goal LU-8, Policies 8.1 through 8.4; and Chapter 2, Designations and Definitions.

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

For the Comprehensive Plan update, the City followed the strategy summarized in Section 1.8, Amendments, Public Participation, and Intergovernmental Coordination of the Land Use Element. This is discussed in more detail in the 2016 Community Engagement Plan. The City developed and distributed a community survey to obtain citizen input on Tumwater as a place to live, work, shop, and play now and in the future. The community was notified of the survey via Tumwater On Tap, a monthly electronic newsletter. An article was published in the 2015 City Report to the Taxpayers mailed out to all households the first two weeks of April 2015.

The City also posted the survey on its website and Facebook pages, and had paper copies available at the Community Development counter. Results of the survey are provided in Appendix C: Land Use and Housing Survey Results. Another core part of community engagement strategy for the Comprehensive Plan update was a series of community meetings called “Coffee Talks” designed to provide a comfortable discussion form at neighborhood meetings and other boards, committees, clubs, and groups across the City.

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

All non-open space designations in the Land Use Element are applied to areas that either have adequate capacity for transportation, utilities, storm, and municipal services or they will be provided with these facilities in the future concurrent with development. The Land Use Element will

ensure concurrency through coordination with the Capital Facilities Element, Transportation Element and other elements of the Comprehensive Plan. The Land Use Element contains goals and policies that ensure this coordination. These policies are outlined in detail in Chapter 3, Land Use Goals, Policies, and Actions. Specific goals and policies that support this Growth Management Act goal include Goal LU-1, Policy LU-1.1; Goal LU-2, Policies LU-2.1 through LU-2.4 and LU-2.6; and Goal LU-3, Policies LU-3.1 through LU-3.7.

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

The Land Use Element designates an area of the City as the New Market Historic District. The New Market Historic District Master Plan was adopted by the City Council in November of 1993. The Master Plan provides a framework for action and it will ensure the preservation of historic and archeological resources in the Historic District. More discussion of the Master Plan is found in Chapter 2, Designations and Definitions.

14. *Shorelines of the state. The goals and policies of the Shoreline Master Program shall be considered an element of the City's comprehensive plan.*

The Shoreline Master Program was adopted in 2012 as an Element of the Comprehensive Plan. This Shoreline Master Program addresses land uses on all lands under the jurisdiction of the Shoreline Management Act in order to protect and preserve fish and wildlife habitat and the shorelines of the state (RCW 36.70A.480(1)).

## 1.5 County-Wide Planning Policy Compliance

The Growth Management Act requires that comprehensive plans be consistent with Thurston County's County-Wide Planning Policies, as amended in 2015.

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

### I. *General Policies*

The Land Use Element contains goals, policies, and actions that address County-Wide Planning Policies 1.1 through 1.14. These goals, policies,

and actions encourage compact, efficient urban development that will be phased outward from the urban core.

## *II. Urban Growth Areas*

The Land Use Element contains goals, policies, and actions that address County-Wide Planning Policies 2.1 through 2.5. Planning for growth within the City's Urban Growth Area will be consistent with the Urban Growth Area boundaries established through the Tumwater and Thurston County joint planning process and the Tumwater and Thurston County Joint Plan. For more information, see response to Policy IV below.

## *III. Promotion of Contiguous and Orderly Development, Provision of Urban Services, and Protection of Rural Areas*

The Land Use Element contains goals, policies, and actions that address County-Wide Planning Policies 3.1 through 3.4. These goals, policies, and objectives encourage compact, efficient urban development that is phased outward from the urban core. It also proposes residential and mixed-use land use designations that will encourage the development of compact urban areas.

To help address County-Wide Planning Policy 3.1, each residential designation in the Land Use Element and their geographic application in the City meet each facet of this goal by providing for adequate density to accommodate the 20-year population growth in a sustainable manner. In doing so, the Plan uses of innovative development techniques such as clustering and Transfer of Development Rights to protect natural resource areas. It has been demonstrated in the Land Use Element that the City can meet its population projections over the planning period. The Tumwater and Thurston County joint planning process will also address these issues for the for the City's Urban Growth Area. Please refer to Goal LU-2, Policies LU-2.1 through LU-2.4; Goal LU-3, Policies LU-3.1 through LU-3.7; Goal LU4, Policies LU-4.2 and LU-4.4 through LU-4.6; and Chapter 2, Designations and Definitions.

To address County-Wide Planning Policy 3.2, the designation of two to four residential units per acre in particularly unique sensitive areas is consistent with this policy in its entirety. Any development in areas so designated will have services concurrent with development; and all areas of the City are governed by the Urban Growth Management Agreement, which prohibits extension of water or sewer outside the Urban Growth



Area except for public health reasons. This goal is met.

Coordination between Tumwater and adjoining jurisdictions is accomplished through a number of documents and agreements including the Tumwater and Thurston County Joint Plan, the 1988 Memorandum of Understanding: *An Urban Growth Management Agreement*, the 1995 Memorandum of Understanding: *Urban Growth Area Zoning and Development Standards*, and the County-Wide Planning Policies including County-Wide Planning Policy 3.3.

To address County-Wide Planning Policy 3.4, the City coordinates with existing service providers such as fire districts, utility providers, and Thurston County to ensure an orderly transfer before, during, and after annexations. Effective annexation of Urban Growth Areas is encouraged in the Comprehensive Plan. This goal is met.

#### IV. *Joint County & City Planning Within Urban Growth Areas*

To address County-Wide Planning Policies 4.1 through 4.5, Thurston County and the City of Tumwater adopted the Tumwater and Thurston County Joint Plan. This plan, an element of the Tumwater Comprehensive Plan, creates a process for joint planning within Tumwater's Urban Growth Area including several "islands" or areas that are surrounded by Tumwater city limits. For more information on Tumwater and Thurston County Joint Plan amendments, refer to Section 1.8.1, Amendments.

#### VI. *Analysis of Fiscal Impact*

To address County-Wide Planning Policies 6.1 through 6.3, each non-open space designation in the Land Use Element has been crafted to ensure that needed services can be provided at the most efficient cost to the taxpayer given the constraints and environmental sensitivity of the land. Fiscal impacts are also addressed through the Capital Facilities Element. The Land Use Element has been coordinated with the Capital Facilities Element and other elements of the Comprehensive Plan.

#### VII. *Economic Development and Employment*

To address County-Wide Planning Policies 7.1 through 7.5, the Land Use Element ensures the provision of adequate land for commerce and industry in the City. The Economic Development Element also makes

specific recommendations for economic development in Tumwater.

### *VIII. Affordable Housing*

To address County-Wide Planning Policies 8.1 through 8.7, the Housing Element is the principal policy document concerning affordable housing. The Land Use Element interfaces with the Housing Element to provide adequate suitably zoned vacant land to further the policies of the Housing Element. Each residential designation in the Land Use Element, including the Mixed Use designation, provides a variety of housing types to ensure that affordable housing is provided for all economic segments of the Tumwater population. The Land Use Element, in conjunction with the Housing Element, includes policies and land use designations designed to ensure the provision of affordable housing in Chapter 3, Land Use Goals, Policies, and Actions.

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

### *IX. Transportation*

To address County-Wide Planning Policies 9.1 through 9.10, the Land Use Element contains goals, policies, and actions that ensure coordination with regional and local transportation plans, which include Goal LU-5, Policies LU-5.1 through LU-5.4. The Land Use Element also proposes residential, mixed-use, and neighborhood commercial land use designations that will encourage multi-model, transit-oriented development in Chapter 3, Land Use Goals, Policies, and Actions.

### *X. Environmental Quality*

To address County-Wide Planning Policies 10.1 through 10.9, each land use designation in the Land Use Element has been applied based on specific criteria that include the sensitivity of certain areas to environmental disturbance. These sensitive areas either have received an open space designation or have received a designation of a lower intensity. Additionally, most environmentally sensitive areas of the City recommend that development be clustered away from the sensitive area.

Additionally, the Land Use Element contains goals and policies that ensure coordination of land use with Chapter 13.12 Tumwater Municipal

Code and the Drainage Design and Erosion Control Manual for Tumwater. The Conservation Element, as a part of the Comprehensive Plan, also contains specific policies relating to air and water quality and water availability. The Land Use Element also makes recommendations for clustering and other creative development techniques in sensitive areas of the City in Chapter 3, Land Use Goals, Policies, and Actions and includes Goal LU-6, Policies LU-6.1 through LU-6.4 and Goal LU-8, Policies LU-8.1 through LU-8.5 as well as Chapter 2, Designations and Definitions.

#### *XI. County-Wide Policies which Establish a Process to Develop Future Policies*

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

### **1.6 Sustainable Thurston Goals**

Tumwater adopts as part of the Land Use Element of the Comprehensive Plan, the following Sustainable Thurston Goals:

#### 1.6.1 Priority Goals

- Priority Goal 1: Create vibrant centers, corridors, and neighborhoods while accommodating growth.
- Priority Goal 2: Preserve environmentally sensitive lands, farmlands, forest lands, prairies, and rural lands and develop compact urban areas.
- Priority Goal 3: Create a robust economy through sustainable practices.
- Priority Goal 9: Move toward a carbon-neutral community.
- Priority Goal 11: Provide opportunities for everyone in the Thurston Region to learn about and practice sustainability.
- Priority Goal 12: Make strategic decisions and investments to advance sustainability regionally.

#### 1.6.2 Leadership & Participation Goals

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L-2: Develop regional plans and strategies essential to meeting sustainability priority goals and targets.

L-3: Increase regional, multi-regional, and state coordination and collaboration.

1.6.3 Community Goals

C-1: North County — Urban Corridors & Centers: Create vibrant city centers and activity nodes along transit corridors that support active transportation and housing, jobs, and services.

C-2: Neighborhoods: Create safe and vibrant neighborhoods with places that build community and encourage active transportation.

1.6.4 Economy Goals

EC-2: Foster industry clusters to create jobs, and increase revenue circulation locally.

EC-5: Ensure adequate supply of shovel-ready land along primary transportation corridors and invest in commercial and industrial redevelopment.

1.6.5 Housing Goals

H-2: Increase housing amid urban corridors and centers to meet the needs of a changing population.

H-4: Maximize opportunity to redevelop land in priority areas by investing in infrastructure and environmental remediation.

H-6: Encourage housing density and diversity in neighborhoods to add vibrancy and increase equitable access to opportunity.

1.6.6 Transportation System Goals

T-4: Integrate transportation considerations into land use decisions, and vice versa.

1.6.7 Public Safety Goals

PS-2: Create a resilient region by improving disaster preparedness, response, and recovery efforts, as well as by expanding public safety education.

#### 1.6.8 Environment Goals

E-2: Reduce the region's carbon footprint and protect critical infrastructure in case of extreme weather or sea level rise.

### **1.7 Ongoing Review Program**

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

### **1.8 Amendments, Public Participation, and Intergovernmental Coordination**

#### 1.8.1 Amendments

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

State law allows amendment of the Comprehensive Plan once annually, except in cases of emergency. The process the City uses to amend the plan and development regulations implementing the plan are set forth in Chapter 18.60 Tumwater Municipal Code. The Planning Commission and City Council will individually consider concurrently all proposed changes to the document accumulated over time since the last amendment, in order to ascertain the cumulative impact of the proposed changes.

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

1. The circumstances of the emergency request, if processed within the

normal amendment cycle, will result in delays that contribute to significant imminent impact on the community in general, or a specific neighborhood; and

2. The emergency request relates to an issue or issues of a community or neighborhood-wide significance beyond the interests of a particular property owner, provided that an issue pertaining to an individual property may be considered if findings reveal that impacts to the community or specific neighborhood would result from the individual property.

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

### 1.8.2 Public Participation and Intergovernmental Coordination Procedures

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

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

1. Before the due date for submittal of requests for Comprehensive Plan amendments, the City will publish an article on the City's media platforms and distribute it to local news media inviting amendment requests and informing the public of the deadline.
2. Proposed amendments to the Comprehensive Plan and development regulations that affect the unincorporated Urban Growth Area will be subject to public hearings by the Tumwater and Thurston County

Planning Commissions, Tumwater City Council, and Thurston County Board of Commissioners.

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

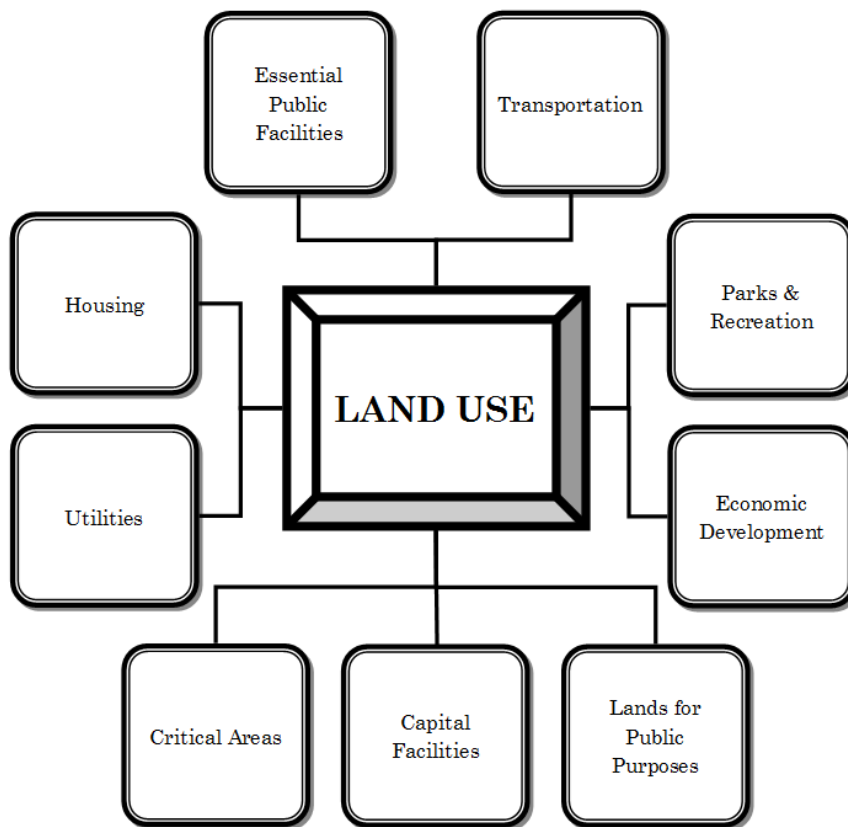
## 1.9 Overall Comprehensive Plan Connections

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



Figure 1. Comprehensive Plan Elements



### 1.10 Tumwater Community Profile

Tumwater was known as the end of the Oregon Trail. It is the oldest settlement north of the Columbia River. It is located at the point where the Deschutes River cataracts into Puget Sound at its most southerly point. When the City was founded in 1845, it was named New Market. In 1847, the name was changed to Tumwater, as it likened the sound of “throbbing or noisy” water, which was expressed in the native jargon as *Tum Chuck*. The City's early growth and development were greatly influenced by the close proximity to the power-generating falls of the Deschutes River, the nearby saltwater access for transportation and communication, and the abundance of timber in the area. The town developed on the lands around the mouth of the river, and homes and sawmills sprang up along its banks above the original settlement.

On November 25, 1869, Tumwater was officially incorporated as a fourth class town. In 1964, the voters of Tumwater elected to change the classification to a third class City with a Mayor-Council form of government. In 1994, the Tumwater City Council voted to change the classification to a code city but retain the Mayor-Council form of

government. The registered voters of the City elect the Mayor and seven council members to staggered four-year terms.

Tumwater's population in 2014 was 21,939 with an additional 3,250 residing in the City's Urban Growth Area. As of September 2015, the City ranked 55th among the 281 cities in the state, in terms of population.

### 1.11 Tumwater Land Use Patterns

The City is contiguous with Olympia to the north and stretches for approximately six miles to the south. Tumwater is generally spread out with vacant areas interspersed with other uses. The area of the City is approximately 17.70 square miles or 11,322 acres.

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

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

An additional influence on the development pattern of Tumwater is the Olympia Regional Airport and New Market Industrial Campus that are located at the southern end of the City. The airport is owned and operated by the Port of Olympia.

Major circulation routes in Tumwater include:

- Capitol Boulevard, which runs south from Olympia on the east side of Tumwater;
- Littlerock Road, which serves as the major north-south route through the western portion of the City;
- Black Lake Boulevard, which comprises a portion of the northwest boundary of Tumwater;

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- Tumwater Boulevard, which provides access to the southern part of Tumwater; and
- Trosper Road, which is the focal point of commercial activity in the central part of Tumwater.

These circulation routes have influenced development in Tumwater to a large degree.

### **1.12 Existing Land Use Distribution**

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

The land use designations used to identify presently existing land uses are not the same as those used to identify future land use on the Land Use Maps and in each neighborhood chapter.

Table 2 and Figure 2 illustrate the results of the inventory citywide.

### **1.13 Land Use Distribution**

Table 2 and Figure 2 summarize existing land use distribution in Tumwater and Tables 3 and 4 summarize the existing land use by neighborhood. The largest percentage of acreage is taken up by residential uses at 29%.

Vacant land represents 16% of the land area, while Public and Institutional comprises the second most predominant land use in Tumwater at 20%. The Olympia Regional Airport takes up the majority of this acreage followed by state facilities and public schools.

Table 2. Summary of Existing Land Use in Tumwater

<b>Type of Land Use</b>	<b>Acreage</b>	<b>Percentage</b>
Residential	3,227	29%
Commercial	470	4%
Industrial	477	4%
Public and Institutional	2,288	20%

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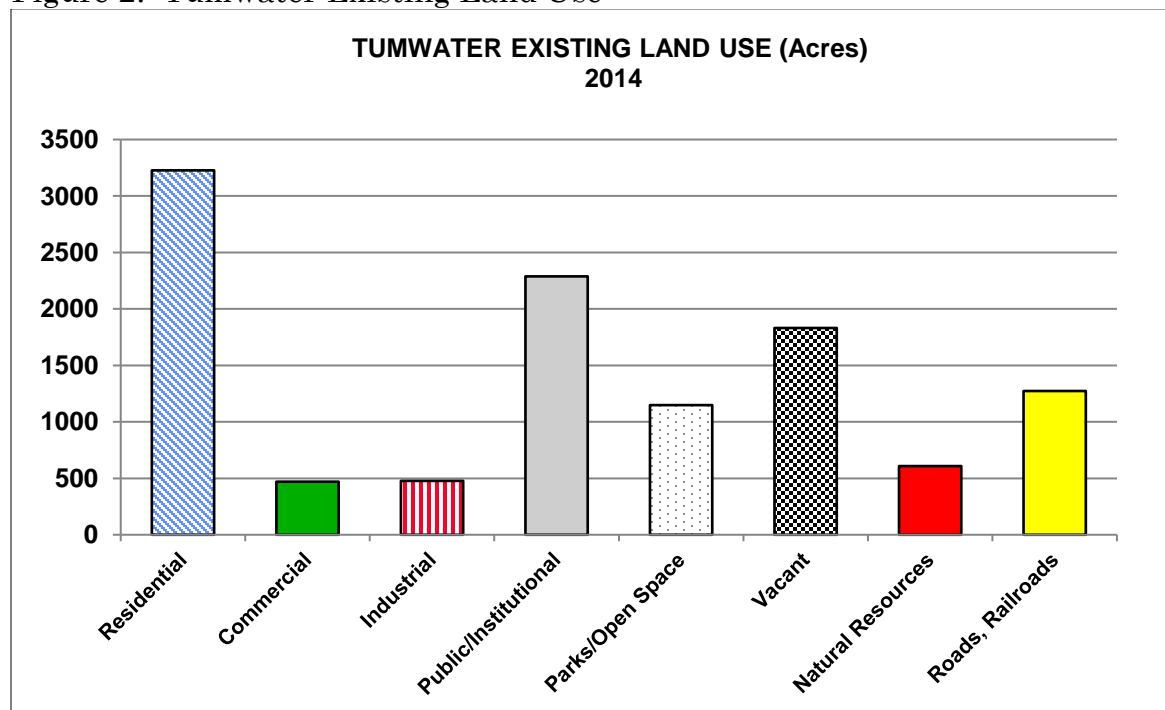
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Type of Land Use	Acreage	Percentage
Parks and Open Space	1,148	10%
Vacant	1,831	16%
Natural Resources	608	5%
Roads, Railroads, and Rights of Way	1,273	11%
<b>Total</b>	<b>11,322</b>	<b>100%</b>

Source: Thurston Regional Planning Council data program.

Notes: Airport and surrounding Port of Olympia properties are classified as Public/Institutional.  
Tumwater golf course is classified in Parks and Open Space.  
Brewery properties are classified as Industrial.

Figure 2. Tumwater Existing Land Use



Roads, railroads, and rights-of-way comprise 11% of the land area, while parks and open space is the fifth most predominant land use in Tumwater at 10%. Open space uses consists mostly of areas presently having a zoning designation such as Greenbelt or Open Space. The Tumwater Valley Municipal Golf Course, Pioneer Park, Barnes Lake, and Trosper Lake are currently zoned Open Space and Green Belt.

Natural Resources are the sixth most predominant land use in Tumwater at 5%. The

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bulk of this land use is made up of the Jones Quarry at the northwest corner of the City. Industrial and commercial acreage are the seventh and eighth largest land uses in Tumwater at 4%. The Port of Olympia New Market Industrial Park and the Mottman Industrial Park take up a large portion of this acreage. Much of the commercial uses in Tumwater are located along Capitol Boulevard between Custer Way and Israel Road and along Littlerock Road generally south of Trosper Road.

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Table 3. Existing Land Use by Neighborhood (in Percentages)

<b>Neighborhood</b>	<b>Residential</b>	<b>Commercial</b>	<b>Industrial</b>	<b>Public and Institutional</b>	<b>Parks, Preserves, and Open Space</b>	<b>Vacant</b>	<b>Natural Resources</b>	<b>Roads, Railroads, and Rights of Way</b>	<b>Total</b>
Airport	6%	4%	4%	64%	1%	11%	1%	8%	100%
Brewery	2%	7%	10%	20%	26%	11%	0%	24%	100%
Bush Prairie	37%	2%	1%	3%	27%	20%	3%	8%	100%
Deschutes	39%	1%	0%	0%	44%	4%	0%	12%	100%
Littlerock	36%	5%	2%	7%	5%	18%	17%	10%	100%
Mottman/ Black Lake	30%	3%	19%	5%	2%	15%	20%	6%	100%
New Market	12%	8%	0%	61%	0%	4%	0%	15%	100%
SE Capitol Boulevard	52%	10%	2%	9%	2%	8%	0%	17%	100%
SW Tumwater	10%	11%	9%	2%	4%	51%	0%	13%	100%
Trosper	47%	1%	2%	13%	4%	22%	4%	8%	100%
Tumwater Hill	46%	2%	1%	7%	12%	11%	0%	20%	100%

Source: Thurston Regional Planning Council data program.

Notes: Airport and surrounding Port of Olympia properties are classified as Public and Institutional.  
Tumwater Golf Course is classified in Parks, Preserves, and Open Space.  
Brewery properties are classified as Industrial.

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Table 4. Existing Land Use by Neighborhood (in Acres)

<b>Neighborhood</b>	<b>Residential</b>	<b>Commercial</b>	<b>Industrial</b>	<b>Public and Institutional</b>	<b>Parks, Preserves, and Open Space</b>	<b>Vacant</b>	<b>Natural Resources</b>	<b>Roads, Railroads, and Rights of Way</b>	<b>Total</b>
Airport	151	93	103	1,503	25	262	23	180	2,341
Brewery	10	33	50	96	129	52	-	118	490
Bush Prairie	470	22	10	38	348	253	44	98	1,283
Deschutes	280	5	-	0	316	26	0	85	712
Littlerock	681	88	30	131	102	347	322	197	1,897
Mottman/Black Lake	270	24	174	44	14	135	183	54	899
New Market	44	29	-	216	-	13	-	52	355
SE Capitol Boulevard	318	61	9	56	12	50	-	105	612
SW Tumwater	71	79	68	13	33	379	0	93	736
Trospen	398	7	17	109	33	187	36	65	852
Tumwater Hill	532	28	16	81	136	128	-	224	1,145
<b>Total</b>	<b>3,227</b>	<b>470</b>	<b>477</b>	<b>2,288</b>	<b>1,148</b>	<b>1,183</b>	<b>608</b>	<b>1,273</b>	<b>11,322</b>

## **2 DESIGNATIONS AND DEFINITIONS**

### **2.1 Introduction**

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

Development within each designation is subject to design review based upon the Citywide Design Guidelines and any applicable subarea design guidelines such as the Brewery District, Capitol Boulevard Community, and Town Center Design Guidelines.

Table 5 shows all of the land use designations that were applied in the Land Use Element. These designations are meant to address all existing land uses and potential land uses that could occur in Tumwater. The number of designations has been kept to a minimum in the interest of simplicity.



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Table 5. Tumwater Land Use Designations

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

\* – Projects that provide permanently affordable housing dwelling units or other forms of permanently inclusive housing dwelling units in the Multi-Family Medium Density land use designation would be allowed to exceed the maximum density stated in Table 5 up to a new maximum density of 20 dwelling units per acre.

\*\* – Projects that provide permanently affordable housing dwelling units or other forms of permanently inclusive housing dwelling units in the Multi-Family High Density land use designation would be allowed to exceed the maximum density stated in Table 5 up to a new maximum density of 39 dwelling units per acre.

### 2.1.1 City-Wide Future Land Use Map

The City-Wide Future Land Use Map represents the general future land use patterns that are desired for Tumwater within the 20-year planning period. This chapter, Chapter 3, Land Use Goals, Policies, and Actions, and the policies in each neighborhood chapter will implement the land use patterns on the Land Use Map. The designations and policy recommendations for areas on the maps are based on a number of factors, including:

- The unique physical, social, and economic characteristics in the area.
- The type of existing development.

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- Existing zoning regulations.
- Ownership patterns.
- The condition of existing structures.
- Subarea, district, and corridor plans previously adopted by the City guide land use patterns within specific areas in Tumwater. These plans include the Littlerock Road Subarea Plan, Brewery District Plan, and Capitol Boulevard Corridor Plan.

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

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

Density ranges for the residential land use designations are based on net density. Net density means the total number of dwelling units divided by the net area of the site or area. Net area typically excludes streets, streams, ponds and other water areas, and areas with environmental constraints such as flood plains, wetlands, and steep slopes. Net density can also be defined as developable land. Gross density means the total number of dwelling units divided by the total land area of the site or area with no exclusions. The difference between gross and net density is critical. Roads and parking, both included in gross density, often require up to 20% of a site.

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

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

## **2.2 Residential Uses**

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

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

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

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

Compatibility should be achieved using buildings that are sized and designed to be residential in scale; small overall area devoted to neighborhood-scale commercial use;

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and design and layout, which screens residential areas from excessive noise, lights, storage, and parking areas. These uses should be oriented primarily towards pedestrian and bicycle use. Uses, which would result in excessive automobile traffic, should be discouraged, such as gas stations, drive-thru restaurants.

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

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

Several designations for residential land use in Tumwater were developed in order to meet the goals of the Growth Management Act, the Land Use Element, and the Housing Element. Each of these designations has specific criteria and characteristics related to development in each designation.

Table 6. Range of Dwelling Units per Acre by Land Use Designation and Zone District

<b>Land Use Designation</b>	<b>Implementing Zone District</b>	<b>Dwelling Units Per Acre</b>
Residential/Sensitive Resource	• Residential/Sensitive Resource	2-4 Dwelling Units/Acre
Single Family Low Density	• Single Family Low Density	4-7 Dwelling Units/Acre
Single Family Medium Density	• Single Family Medium Density	6-9 Dwelling Units/Acre
Multi-Family Medium Density	• Multi-Family Medium Density	9-15 Dwelling Units/Acre*
Multi-Family High Density	• Multi-Family High Density	14-29 Dwelling Units/Acre**
Manufactured Home Park	• Manufactured Home Park	6-9 Dwelling Units/Acre
Mixed Use	• Mixed Use	Minimum 14 Dwelling Units/Acre

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<b>Land Use Designation</b>	<b>Implementing Zone District</b>	<b>Dwelling Units Per Acre</b>
Capitol Boulevard Community	<ul style="list-style-type: none"> <li>Capitol Boulevard Community</li> </ul>	Minimum 30 Dwelling Units/Acre or less, depending on subsection
Brewery District	<ul style="list-style-type: none"> <li>Brewery District</li> </ul>	8-20 Dwelling Units/Acre
Tumwater Town Center	<ul style="list-style-type: none"> <li>Town Center</li> </ul>	Minimum 30 Dwelling Units/Acre or less, depending on subsection

\* – Projects that provide permanently affordable housing dwelling units or other forms of permanently inclusive housing dwelling units in the Multi-Family Medium Density land use designation would be allowed to exceed the maximum density stated in Table 6 up to a new maximum density of 20 dwelling units per acre.

\*\* – Projects that provide permanently affordable housing dwelling units or other forms of permanently inclusive housing dwelling units in the Multi-Family High Density land use designation would be allowed to exceed the maximum density stated in Table 6 up to a new maximum density of 39 dwelling units per acre.

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

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

Residential/Sensitive Resource areas are intended to be used only for exceptional places within the City and its Urban Growth Area. This designation should be applied to areas that are not protected by the Shoreline Management Act and are not already built out. These areas are where intensive urban development would adversely affect ground or surface waters or environmental resource areas.

In addition to being of a relatively low density, development in these areas should be clustered. Clustering means grouping or "clustering" development onto part of a property so that the remainder can be preserved as unbuilt open space. The intent of clustering development in this area is to preserve open space along environmentally sensitive areas and provide a lot configuration that allows for the preservation of the specified amount of open space and also allows for future applied density to be achieved over the 20-year time period.

In addition to clustering, other methods of preserving open space shall be strongly encouraged to guide development into less sensitive portions of the land, such as

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purchase or donation, easements or deed restrictions, covenants, land exchanges, and transfer of development rights as a method of preserving open space. Densities in this designation should be two to four dwelling units/acre.

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

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

For example: If a property owner proposes to construct a house on a five-acre lot and the minimum density is two dwelling units per acre (one-half acre lots), they would not be prohibited from doing so. However, the house must be sited on the five-acre lot such that other houses could be built on the site in the future if needed.

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

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

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

Density transfer in the Planned Unit Development overlay zoning district is not appropriate in this designation due to the extreme sensitivity of the area to environmental disturbance.

Accessory units should be permitted in this designation within the permitted density on lots with sewer connections, except where the Health Department has approved septic systems. Accessory units will provide affordable housing and extra income for homeowners.

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

- Clustering is recommended for development proposals in the Residential/

Sensitive Resource designation.

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

Designated manufactured housing should be permitted on single lots in this designation.

### 2.2.2 Single Family Low Density (4-7 Dwelling Units/Acre)

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

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

Designated manufactured housing should be permitted on single lots in this designation.

Accessory units should be permitted in this designation within the permitted density on lots with sewer connections, except where the Health Department has approved septic systems. Accessory units will provide affordable housing and extra income for homeowners.

Single-family dwellings and duplexes should be permitted in this designation subject to Citywide Design Standards.

### 2.2.3 Single Family Medium Density (6-9 Dwelling Units/Acre)

The density of new development in the Single Family Medium Density designation should be averaged over the entire site in order to reach the maximum densities required to accommodate future population. It is not the intent of the City to require

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that lots be of a specific size but that densities are met as an average of the overall site.

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

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

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

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

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

**2.2.4 Multi-Family Medium Density (9-15 Dwelling Units/Acre)\***

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

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

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

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

Designated manufactured housing should be permitted on single lots in this



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designation.

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

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

\* – Projects that provide permanently affordable housing dwelling units or other forms of permanently inclusive housing dwelling units in the Multi-Family Medium Density land use designation would be allowed to exceed the maximum density stated in Tables 5 and 6 up to a new maximum density of 20 dwelling units per acre

**2.2.5 Multi-Family High Density (14-29 Dwelling Units/Acre)\***

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

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

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

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

\* – Projects that provide permanently affordable housing dwelling units or other forms of permanently inclusive housing dwelling units in the Multi-Family High Density land use designation would be allowed to exceed the maximum density stated in Tables 5 and 6 up to a new maximum density of 39 dwelling units per acre.

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**2.2.6 Manufactured Home Park (6-9 Dwelling Units/Acre)**

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

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

Designated manufactured housing should be permitted on pre-existing single lots of record in this designation.

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

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

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

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

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

Table 7 provides a summary of innovative land use techniques that are recommended to be used in each residential designation.

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**Table 7. Land Use Management Techniques for Residential Development**

	<b>Residential / Sensitive Resource 2-4 Dwelling Units/Acre</b>	<b>Single Family Low Density 4-7 Dwelling Units/Acre</b>	<b>Single Family Medium Density 6-9 Dwelling Units/Acre</b>	<b>Multi- Family Medium Density 9-15 Dwelling Units/Acre *</b>	<b>Multi- Family High Density 14-29 Dwelling Units/Acre **</b>
Design Review	X	X	X	X	X
Revised Development Standards	X	X	X	X	X
Minimum Average Density	X	X	X	X	X
Clustering	X	X	X	X	X
Manufactured Homes on single lots	X	X	X	X	

\* – Projects that provide permanently affordable housing dwelling units or other forms of permanently inclusive housing dwelling units in the Multi-Family Medium Density land use designation would be allowed to exceed the maximum density stated in Tables 5 and 6 up to a new maximum density of 20 dwelling units per acre.

\*\* – Projects that provide permanently affordable housing dwelling units or other forms of permanently inclusive housing dwelling units in the Multi-Family High Density land use designation would be allowed to exceed the maximum density stated in Tables 5 and 6 up to a new maximum density of 39 dwelling units per acre.

### **2.3 Mixed Use (Residential Minimum 14 Dwelling Units/Acre)**

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

The Mixed Use designation provides an opportunity to develop areas in Tumwater that are transit oriented and pedestrian friendly while still accommodating

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automobiles, support small businesses and consumers, and provide affordable housing and quality community design. With architectural design and creative site planning, it is very possible to provide dwelling units that are mixed in with commercial uses.

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

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

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

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

Areas designated Mixed Use should be developed with design and development guidelines that promote quality community design. Design and development guidelines can supplement zoning codes. Incompatible uses such as industrial, warehousing and distribution, chemical handling, and those uses that generate significant noise or are heavily truck dependent should not be permitted in mixed-use areas.

Mixed-use areas should be dense and compact. The close proximity of employment, residential and commercial activities, and public uses will provide residents and

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workers a realistic and convenient choice of walking or cycling to work, home, or shopping, thus lessening dependence on the automobile.

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

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

These could include:

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

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and housing such as local improvement districts, public/private partnerships, housing funds, targeted capital facility funds, and impact fees.

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

Experiences from other successful communities suggest that aggressive marketing of focus areas by jurisdictions is needed for areas to redevelop as envisioned. If the

zoning and master plan process has been completed with interest group involvement many of the concerns about development in the area should have already been answered.

## **2.4 Neighborhood Commercial**

Some non-residential uses, such as neighborhood-scale retail uses and personal services, are appropriate in residential areas when they serve the needs of the local neighborhood. The Neighborhood Commercial designation would allow neighborhood scale retail uses, personal services and professional offices in residential areas where local demand, community support, and design solutions demonstrate compatibility with the neighborhood. These uses should be limited specifically to neighborhood retail zoning districts.

Areas designated Neighborhood Commercial should be of a low intensity and minimally affect adjacent residential areas. Neighborhood Commercial areas should provide a buffer area between adjacent residential uses. This buffer should consist of landscaping and sound barriers. Uses that produce nuisances such as light and glare, and excessive noise and traffic should be discouraged. This buffer should also allow for bicycle and pedestrian access to encourage the use of adjacent services without requiring a car trip.

## **2.5 New Market Historic District**

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

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

## **2.6 General Commercial**

The intent of the General Commercial designation is to support and implement the

goals of the Tumwater Economic Development Element, which was adopted in 1990. Among these goals are the establishment of a new commercial center for Tumwater, the preservation of areas for commercial facilities, which make use of the close proximity to Interstate 5, and minimizing the undesirable impacts of such uses on the residential neighborhoods, which they serve.

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

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

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

## 2.7 Capitol Boulevard Community

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

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

- Creates vibrant places and increases business activity, especially for pedestrian oriented businesses;
- Increases security;
- Promotes efficient use of facilities;
- Encourages a variety of businesses, especially those that appeal to pedestrians and serve the needs of the surrounding neighborhood;
- Balances all modes of transportation by increasing access for



pedestrians, bicycles, and transit and by providing commercial services, recreation facilities, and employment opportunities near to residences, thus lessening the need to drive;

- Provides affordable housing by reducing development costs and encouraging a greater variety of housing options;
- Creates a pedestrian and bicycle-friendly environment with well-designed streets and public open spaces; and
- Provides a sense of community and place with quality community design.

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

## 2.8 Brewery District

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

The Brewery District designation is intended to foster development that:

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

the surrounding neighborhood.

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

## **2.9 Light Industrial**

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

Industrial uses should be grouped on a variety of parcel sizes in order to provide coordinated development and sharing of facilities and services. Light industrial areas should also have controls to establish compatibility with surrounding non-industrial development and to protect from nuisance-creating occurrences such as noise, dust, odor, vibration, and air and water pollution. Additionally, areas designated Light Industrial in Tumwater should follow the recommendations and regulations of the North Thurston Groundwater Protection Plan.

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

## **2.10 Airport Related Industrial**

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

## **2.11 Heavy Industrial**

The Heavy Industrial designation recognizes the need for heavy industrial uses in

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certain areas of Tumwater in order to provide needed materials, goods, and services to ensure the economic vitality of the City and the region.

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

## **2.12 Utilities**

The Utilities designation includes those areas of land devoted to the transport and provision of utilities such as electricity, natural gas, telephone, and other utilities. Most of the areas receiving this designation in Tumwater are electrical utility easements. Utilities such as natural gas, telephone, and other utilities can be provided within areas designated for other land uses in ways that are compatible with other land uses. Utilities areas are also often compatible with path and trail connections. The Tumwater Utilities Element should be referenced for specific recommendations and information on utility provision in Tumwater.

## **2.13 Public and Institutional**

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

## **2.14 Parks and Open Space**

The Parks and Open Space designation is meant to support and implement the Parks,

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

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

Specific recommendations for many Parks and Open Space designated areas are contained in the Parks, Recreation, and Open Space Plan (Element).

### **2.15 Tumwater Town Center**

This designation is intended to provide for a mix of public and privately owned developments that will realize Tumwater's vision of a new city center. It is envisioned to include state and local government facilities; private commercial developments of office, retail, and service businesses; residential; educational; civic services; support facilities and services, such as childcare; and public assembly facilities and outdoor spaces.

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

Development within this designation should occur in a manner that is consistent with the goals and policies of this comprehensive plan, design guidelines, and street standards adopted for this area.

### **2.16 Design Review**

The City is, for the most part, a designed environment. Design will influence the degree to which development is attractive and appealing, comfortable and safe, compact, efficient, encourages natural and social interaction, provides most needs within short distances, discourages environmentally disruptive influences, and is well connected with other areas. Greater awareness and appreciation of the value of design will continue, and the demand for development that demonstrates design excellence will increase.

This trend and the movement to plan comprehensively will create new partnerships

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to achieve community goals. Public participation and interest in design will continue to increase with greater emphasis on design in City projects. With increasing density in some areas, design will become an important factor in providing stylistic compatibility and privacy.

The Design Guidelines complement the City's zoning code and provide a better tool for ensuring lasting value. Unlike zoning codes that can be prohibitive and exclusionary in their tone and language, Design Guidelines are illustrative and prescriptive.

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

The intent of design review in Tumwater is to create design and development guidelines that ensure lasting value through:

1. Infill and strengthening existing neighborhoods;
2. Livable neighborhoods;
3. Affordable housing;
4. Diversity in housing types and styles; and
5. Streetscape design as well as building and site design.

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

Functions of Design Review through design and development guidelines:

1. Establishes a community design context;
2. Creates community planning and urban design policy;
3. Assures conformance to City plans and policies; and
4. Expedites project approval.

The design review process includes elements such as:

1. The appearance or image of a community
2. Street layout and design
3. Incorporating transit
4. Natural and scenic resources
5. Streetscape
  - Street character and liveliness
  - Pedestrian environment
  - Landscape design
  - Residence and street transition
6. Site Planning
  - Neighborhood character
  - Adjacent properties
  - Siting
  - Natural elements
  - Transit facilitation
7. Building Design
  - Architectural character
  - Character and massing
  - Architectural elements
  - Exterior finish materials
  - Parking garages

- Mixed-use buildings
- Conversions and additions
- Special needs housing

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

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

The goals and purpose of the Design Guidelines in Tumwater are to:

- Encourage the development of visually sensitive developments;
- Encourage developments that will contribute to the stability and integrity of a safe and attractive neighborhood;
- Recognize that aesthetic considerations along with environmental review contribute toward an enhanced environment; and
- Recognize that aesthetic considerations are appropriate in order to protect property values of adjacent properties and to ensure that developments contribute to desirable neighborhood character.

### **2.17 Maximum and Minimum Densities**

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

### **2.18 Clustering**

Cluster development is characterized by small pockets of more intense development, surrounded by open space. Although the development is more compact, gross density

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does not increase. The advantages of cluster development are many: more efficient and less expensive provision of services; reduced transportation costs; the protection of open space and sensitive areas; and lower land development costs.

The main purpose of clustering in Tumwater would be to protect and preserve sensitive areas in accordance with the Conservation Element. Clustering is presently permitted in Tumwater because of the Conservation Element. It should be encouraged wherever it is necessary to protect sensitive areas in all residential designations. Examples of clustered building types include Z-lot developments, attached single family or row houses, coach homes, stacked townhouses, and townhouse mews.

### **2.19 Modular and Manufactured Housing**

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

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

### **2.20 Innovative Housing and Urban Planning Approaches Promoting Physical Activity**

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

The intent of encouraging innovative housing and urban planning approaches that promote physical activity is to ensure a diverse and dynamic mixture of housing types in the City. Present development patterns do not address all of the housing needs of the community and are generally car dependent. Most new residential development that takes place is either very small multi-family units or very large expensive Single Family houses on large lots. In order to address this problem, new residential development in Tumwater should:

- Create a sense of place, of neighborhood, and of community that builds on what is locally unique and enduring to replace the anonymity and urban and suburban sprawl.
- Provide a denser, richer, and more equitable mixture of land uses,



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household types, building types, and socioeconomic groups.

- Provide infrastructure to increase walking, biking, and public transit to reduce dependence on the automobile wherever possible.
- Create compact communities that are built to preserve open space and natural systems and habitats.

3 LAND USE GOALS, POLICIES, AND ACTIONS

3.1 Introduction

This chapter of the Land Use Element specifies goals, policies, and actions meant to set forth a direction for the future growth of Tumwater based on its 20-year community vision. The goals, policies, and actions ensure coordination with the Comprehensive Plan Elements, Sustainable Thurston, and County-Wide Planning Policies. Finally, the action items implement certain recommendations within the Land Use Element. The goals, policies, and actions should be looked at in conjunction with Chapter 2, Designations, and Definitions. The two chapters are meant to work together as a whole.

3.2 Goals, Policies, and Actions

**GOAL LU-1: Ensure the Land Use Element is implementable and coordinated with all applicable City plans and the plans of other jurisdictions in the Thurston region.**

<u>Policy</u>	<u>Action</u>
LU-1.1	Ensure the Land Use Element is consistent with adopted County-Wide Planning Policies and integrate transportation considerations into land use decisions, and vice versa.
	LU-1.1.1 Implement the eleven County-Wide Policy elements in the County-Wide Policy Plan (Reference Appendix B: County-Wide Planning Policies).
LU-1.2	Ensure the Land Use Element is consistent with the goals of Sustainable Thurston.
	LU 1.2.1 Implement specific Sustainable Thurston goals identified in Land Use Element Section 1.6, Sustainable Thurston Goals (Reference Appendix C: Sustainable Thurston)
LU-1.3	Engage in planning on a neighborhood level with residents of the City (Reference Appendix A: Neighborhood Appendix)
LU-1.4	Encourage the creation of a new city center that is compatible with the Land Use Element.

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- |           |   |
|-----------|---|
| LU-1.5    | Coordinate the Land Use Element with the <i>Port of Olympia Master Plan</i> (2016).   |
| LU-1.6    | Ensure consistency between the Land Use Element and Tumwater Historic District Master Plan.   |
| LU-1.7    | Coordinate the Land Use Element with the Shoreline Master Program.  |
| LU-1.7.1  | Make sure the Land Use Element is consistent with the recommendations of the Shoreline Master Program.  |
| LU-1.8    | Coordinate the Land Use Element with the City's Economic Development Element.   |
| LU-1.8.1  | Implement goals and associated policies and actions of the Economic Development Element.  |
| LU-1.9    | Ensure consistency between the Land Use Element and the Tumwater Zoning Code.   |
| LU-1.9.1  | Implement the Land Use Element by revising the Zoning Code and other municipal Codes to reflect the goals, policies, actions, and designations outlined in the Land Use Element.                        |
| LU-1.10   | Coordinate the Land Use Element with the City's Lands for Public Purposes Element and the Capital Facilities Plan.  |
| LU-1.10.1 | Implement low impact development through land use and stormwater planning.  |
| LU-1.11   | Make capital budget decisions consistent with the comprehensive plan in accordance with RCW 36.70A.120 (Reference the City's current six-year Capital Facilities and Transportation Improvement Plans). |
| LU-1.12   | Coordinate the Land Use Element with local, state, and national initiatives that support the City's vision whenever practical to increase the chance of additional funding.                             |
| LU-1.13   | Coordinate the Land Use Element with the strategies in the City of Tumwater Housing Action Plan.  |

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LU-1.14 Coordinate the Land Use Element with the strategies in the most recent version of the Thurston Climate Mitigation Plan.

**GOAL LU-2: Ensure development takes place in an orderly and cost-efficient manner in order to best utilize available land and public services, conserve natural resources, protect critical areas, preserve open space, and reduce sprawl.**

**Policy**

**Action**

LU-2.1 Encourage the highest intensity growth to locate within the City's corporate limits.

LU-2.1.1 Implement goals and associated policies and actions of the Economic Development Element. (Reference Goal LU-1.8.1)

LU-2.2 Reduce inappropriate conversion of undeveloped land into sprawling low-density development.

LU-2.2.1 Ensure the eleven County-Wide Policy elements in the County-Wide Policy Plan are implemented. (Reference Goal LU-1.1.1)

LU-2.3 Encourage innovative land use management techniques such as density bonuses, cluster housing, zero-lot-line development, planned unit developments, and transfer of development rights to create vibrant centers, corridors, and neighborhoods while accommodating growth.

LU-2.3.1 Consider revision of the City's Development Standards to encourage innovative land use management techniques.

LU-2.4 Ensure new annexations adhere to the goals and policies of the City's Annexation Policy.

LU-2.5 Encourage development of architectural and landscape design standards.

LU-2.5.1 Implement Goals 5 and 6 of the Economic Development Element.

LU-2.6 Ensure the City's capital budget decisions in the City's current six-year

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Capital Facilities and Transportation Improvement Plans are coordinated with the Land Use Element, Lands for Public Purpose Element, and Transportation Element.

LU-2.7 Create vibrant city centers and activity nodes along transit corridors that support active transportation and housing, jobs, and services.

LU-2.8 Create safe and vibrant neighborhoods with places that build community and encourage active transportation.

LU-2.9 Protect designated mineral resource lands from incompatible development.

LU-2.10 Reduce the City's carbon footprint where possible and move towards a carbon-neutral community.

**GOAL LU-3: Ensure adequate public services, facilities, and publicly owned utilities are available to proposed and existing development.**

**Policy      Action**

LU-3.1 Coordinate development with the City's six-year Capital Facilities Plan.

LU-3.1.1 Ensure the Capital Facilities Plan can be implemented through the Land Use Element's projected densities and the direction found in the Lands for Public Purposes Element.

LU-3.2 Ensure development is in conformance with the Water System Plan and Sanitary Sewer Comprehensive Plan.

LU-3.3 Analyze all proposed development for anticipated impact on services, either as an element of site plan review or as part of an environmental impact assessment.

LU-3.4 Give preference to providing adequate public facilities to settled areas rather than extending new services to sparsely settled or undeveloped areas and to serving incorporated land before serving unincorporated areas.

LU-3.4.1 Ensure the eleven County-Wide Policy elements in the County-Wide Policy Plan are implemented. (Reference

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Goal LU-1.1.1)

LU-3.5 Work with developers to determine where and when new public facilities are to be placed to permit proper development of commercial and residential projects. This process should be directly related to the Lands for Public Purposes Element, the Capital Facilities Plan, and site plan review in order to achieve concurrency.

LU-3.5.1 Ensure the eleven County-Wide Policy elements in the County-Wide Policy Plan are implemented. (Reference Goal LU-1.1.1)

LU-3.6 Require residential and commercial development utilizing septic tanks for sewerage disposal to hook up to sanitary sewer when the system fails, needs replacement, or requires major repairs when sanitary sewer laterals are readily available.

LU-3.6-1 In consultation with the LOTT partners, develop a program to connect developments that are on septic systems to LOTT's sewerage treatment system to reduce impacts to groundwater and surface water quality.

LU-3.7 Require residential and commercial development utilizing private wells for water systems to connect to City water service when the well fails, needs replacement, or requires major repairs, where City water service available

**GOAL LU-4: Encourage land use patterns that increase the availability of affordable housing for all economic segments of the Tumwater population.**

**Policy**

**Action**

LU-4.1 Coordinate the Land Use Element with the Housing Element and fully implement the goals, policies, and actions of the Housing Element.

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

LU-4.2.1 Consider revision of the City's Development Standards to encourage innovative land use management techniques.

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(Reference Goal LU-2.3.1)

- LU-4.3 Continue to allow manufactured housing on individual lots within the City, as well as within mobile and manufactured home parks, to encourage affordable housing.  
LU-4.3.1 Consider methods to provide sufficient land for manufactured housing in accordance with the Growth Management Act.
- LU-4.4 Permit implementing regulations to experiment in new forms of residential development where amenities of open space, privacy, and visual quality can be maintained or improved, and flexible solutions to land use problems such as density, diversity, equitability, and affordability can be achieved.  
LU-4.4.1 Consider revision of the City's Development Standards to encourage innovative land use management techniques.  
(Reference Goal LU-2.3.1)
- LU-4.5 Encourage higher density residential uses in order to provide affordable housing. These uses should blend with the existing character of the community.
- LU-4.6 Increase housing types and densities in corridors and centers to meet the needs of a changing population.
- LU-4.7 Increase the variety of housing types outside of corridors and centers of appropriate intensities with supporting design guidelines to meet the needs of a changing population.

**GOAL LU-5: Ensure development patterns encourage efficient multi-modal transportation systems coordinated with regional, City, and county transportation plans.**

**Policy      Action**

- LU-5.1 Ensure coordination with the Transportation Element.
- LU-5.2 Ensure coordination with the Thurston Regional Transportation Plan.  
LU-5.2.1 Ensure the eleven County-Wide Policy elements in the County-Wide Policy Plan are implemented. (Reference

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Goal LU-1.1.1)

- LU-5.3      Ensure coordination with the Parks, Recreation, and Open Space Plan (Element).
- LU-5.4      Established pedestrian and bicycle trail links with various parts of Tumwater and within the business area.
- LU-5.4.1    Ensure coordination of the Land Use Element with the Parks, Recreation, and Open Space Plan (Element) and the Transportation Element.
- LU-5.5      Encourage provision of urban plazas and access to transit stops when new construction or major renovation is proposed. Incentives for providing such amenities should be sought.
- LU-5.5.1    Consider revision of the City's Development Standards to encourage provision of these amenities. Consider development of a citywide design standards program. (Reference Goal LU-2.3.1)
- LU-5.6      Allow densities and mixes of uses that reduce the number and lengths of vehicle trips and increase the opportunity to use public transit and non-motorized modes of travel.
- LU-5.7      Reinforce the link between land use and public transportation by encouraging development to occur at urban residential densities along designated transit corridors, nodes, and near commercial centers.
- LU-5.8      Ensure proposed capacity improvements to the City's transportation systems are designed to serve proposals that are contiguous to existing development, as a means to discourage the occurrence of "leap frog" development patterns.
- LU-5.9      Provide development incentives, such as increased density, increased square footage, or increased height for proposed land developments located adjacent to transportation corridors when amenities for transit users, bicyclists, and pedestrians are included.
- LU-5.10     Encourage land development proposals to utilize the capacity of the existing transportation system, especially transit and non-motorized modes.



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- LU-5.11 Encourage public and private development proposals to enhance the street side environment to maximize comfort for the transit user and the pedestrian.
- LU-5.12 Encourage subdivision and commercial and retail project design that facilitates cost-effective transit and emergency service delivery.
- LU-5.13 Discourage transportation improvements, regardless of their financing mechanisms that would trigger premature development; that is, development inconsistent with applicable comprehensive plans and zoning.
- LU-5.14 Ensure alternative transportation modes are included in comprehensive plans, subdivisions, and other land developments.
- LU-5.15 Expand bicycle and pedestrian data collection efforts.
- LU-5.16 Establish a regional bicyclist and pedestrian advisory body.
- LU-5.17 Support efforts of the local traffic safety campaigns to educate bicyclists and pedestrians of the laws pertaining to walking and biking.

**GOAL LU-6: Reduce impacts from flooding; encourage efficient stormwater management; and ensure the groundwater of Tumwater is protected and preserved.**

**Policy      Action**

- LU-6.1 Ensure new development is in conformance with requirements and standards of the *Northern Thurston Groundwater Protection Plan*.
- LU-6.2 Ensure new development is in conformance with requirements and standards of the *Drainage Design and Erosion Control Manual for Tumwater*, as amended.
- LU 6.2.1 Implement specific Sustainable Thurston goals identified in Land Use Element Section 1.6, Sustainable Thurston Goals (Reference Appendix C: Sustainable Thurston)
- LU-6.3 Ensure coordination with the *Percival Creek Comprehensive Drainage Basin Plan*.

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- LU-6.4      Ensure new development is in conformance with aquifer protection standards of the Conservation Element.
- LU-6.5      Ensure implementation of the *Natural Hazards Mitigation Plan for the Thurston Region* to reduce or eliminate the human and economic costs of natural disasters for the overall good and welfare of the community.
- LU-6.6      Ensure coordination with the *Salmon Creek Comprehensive Drainage Basin Plan*.
- LU-6.6.1    Incorporate the development review process within the *Salmon Creek Comprehensive Drainage Basin Plan* into the Tumwater Municipal Code.

**GOAL LU-7:      Encourage retention of open space, parks, trails, and development of recreational opportunities within Tumwater.**

- | <u><b>Policy</b></u> | <u><b>Action</b></u>  |
|----------------------|---|
| LU-7.1               | Ensure coordination of the Land Use Element with the Parks, Recreation, and Open Space Plan (Element).  |
| LU-7.2               | Ensure coordination of the Land Use Element with open space retention and natural area preservation standards of the Conservation Element.  |
| LU-7.3               | Preserve environmentally sensitive lands, farmlands, mineral resources, and prairies, by developing compact urban areas.  |
| LU-7.4               | Provide a variety of open spaces including landscaped buffers, small parks, plazas, and other community areas to balance higher density development and enhance quality of living.  |
| LU-7.4.1             | Specify the amount of area that must be dedicated for open space and require configuration useful for the purpose desired in the City's Zoning Ordinance to make certain that areas of developments dedicated to open space provide the functions intended. |

**GOAL LU-8:      Ensure physical limitations of the land are observed during the development process.**

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<b><u>Policy</u></b>	<b><u>Action</u></b>
LU-8.1	Ensure new development is in conformance with standards and requirements for critical areas within the Conservation Element.
	LU-8.1.1 Consider implementation of the state geological study and mapping program for the City. This study should address geologic, erosion, landslide, seismic, and volcanic hazard areas.
LU-8.2	Reserve the right to prohibit or set conditions on development based on anticipated adverse environmental impact.
LU-8.3	Ensure development within the jurisdiction of the Shoreline Management Act adheres to the flood control policies, land use controls, and regulations of the applicable environmental designation as described in the Tumwater Shoreline Master Program.
LU-8.4	Ensure new development is in conformance with the standards of the City's Protection of Trees and Vegetation Ordinance.
<b>GOAL LU-9:</b>	<b>Identify what conditions should be applied to development in residential areas.</b>

<b><u>Policy</u></b>	<b><u>Action</u></b>
LU-9.1	Protect residential developments from excessive noise, odors, dirt, glare, and other nuisances emanating from commercial and industrial uses.
LU-9.2	Allow for multi-family residential development in the zoning code. Consideration should be given to encouraging this type of development near centers of community services.
	LU-9.2.1 Consider revision of the City's Development Standards to encourage innovative land use management techniques. (Reference Goal LU-2.3.1)
LU-9.3	Integrate design features of existing natural systems into the layout and siting of new residential dwelling units. Preserve trees and significant ecological systems, whenever possible and practical.
	LU-9.3.1 Consider revision of the City's Development Standards to

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encourage innovative land use management techniques.  
(Reference Goal LU-2.3.1)

LU-9.4 Permit experimentation in development regulations with newer forms of residential development where amenities of open space, privacy, and visual quality can be maintained or improved, and flexible solutions to land use problems can be achieved.

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

LU-9.5 Do not permit private residential gated communities.

LU-9.6 Promote nearby access to healthy food for residential developments.

LU-9.6.1 Allow and encourage farm stands supplying fresh food in residential areas.

LU-9.6.2 Consider measures to encourage the creation of healthy corner stores within residential areas.

**GOAL LU-10: Identify the City's policies and regulations pertaining to commercial and industrial areas and uses.**

**Policy      Action**

LU-10.1 Implement the goals, policies, and actions of the Economic Development Element through the Land Use Element.

LU-10.2 Encourage industry clusters to create jobs, and increase revenue circulation locally.

LU-10.3 Ensure adequate supply of developable land along primary transportation corridors and invest in commercial and industrial redevelopment.

LU-10.4 Encourage developers to concentrate non-residential land uses in integrated centers in order to insure convenient access and prevent strip development.

LU-10.5 Group commercial, industrial, and manufacturing uses into centers rather than dispersed throughout the City. These centers shall have a

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landscaped, urban park quality.

- LU-10.6 Rest future development of commercial, manufacturing, and light industrial areas in Tumwater on a comprehensive, integrated planning scheme incorporating performance standards regarding green belts, and buffering, landscaping, parking facilities, and other items of site design as appropriate.
- LU-10.7 Use land use regulations to guide new industrial development into areas and patterns that minimize heavy trucking through residential and business areas.
- LU-10.8 Ensure commercial and industrial structures, where practical, are low profile and provide landscaping including lawns, trees, and shrubs.
- LU-10.9 Locate commercial and industrial land uses close to arterial routes and freeway access and rail facilities.
- LU-10.10 Encourage neighborhood commercial uses that supply nearby residents with everyday convenience shopping goods in the City to reduce traffic generation, where, generally, these uses are very small, not generate excessive traffic, and compatible with nearby residences.
- LU-10.11 Encourage businesses to allow food trucks at work sites to bring diverse meal options and fresh produce to workers.
- LU-10.12 Emphasize sustainable practices while encouraging economic development.

**GOAL LU-11: Ensure new and existing development is energy efficient.**

**Policy      Action**

- LU-11.1 Recognize potential energy efficiencies associated with mixed-use developments and centers.
- LU-11.2 Encourage building design, orientation, and land use arrangements that take advantage of natural landforms, existing vegetation, and climatic features for reducing energy demands for heating and cooling purposes.
- LU-11.3 Aggressively pursue conservation or system improvements as a potential means to defer the siting and development of new facilities

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where appropriate.

- LU-11.4 Recognize savings in energy usage for heating and cooling purposes associated with common wall construction.
- LU-11.5 Encourage existing and new development to use landscaping to take advantage of the sun's warming rays in winter and to provide shade in summer.
- LU-11.6 Recognize potential energy savings through optimally using solar energy and orient development sites accordingly.
- LU-11.7 Consider the impact of new development and landscaping on solar accessibility of adjoining lots and mitigate wherever feasible.
- LU-11.8 Encourage development and integration of new energy technologies in the design of new development and redevelopment, which result in energy and cost savings.
- LU-11.9 Develop a program to encourage energy retrofits of existing buildings to improve their energy efficiency.
- LU-11.10 Coordinate the City's energy efficiency programs with the strategies in the most recent version of the Thurston Climate Mitigation Plan.

**GOAL LU-12: Promote preservation of sites of historical and cultural significance.**

**Policy      Action**

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

**GOAL LU-13: Protect Olympia Regional Airport from incompatible land uses and activities that could affect present and future use of airport facilities and operations. Regulations and criteria should reflect the urban environment adjacent to the airport.**

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**Policy      Action**

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

### **3.3 Implementation Policies**

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

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

1. Change zoning designations, as may be appropriate, in certain areas of the City to be consistent with the overall City Land Use Map, the individual neighborhood maps, and policies.
2. Develop or modify existing zoning and land use regulations to achieve mixed-use areas, allow clustering and the use of innovative housing techniques, and address infill.
3. Protect Olympia Regional Airport from incompatible uses by applying development standards of the Airport Overlay Zone, Chapter 18.32 of the Tumwater Municipal Code. The Airport Overlay Zone addresses three primary issues further described below: height hazards, compatible land uses, and Airport Overlay Zone disclosure statements. Any changes to this chapter, as may be appropriate, should be made after consideration of the State Department of Transportation Aviation Division Publication "Airports and Compatible Land Use, Volume 1," and other best available technical information to the extent practical within an urban area.
4. Height Hazards. Prohibit structures and trees from penetrating airspace surfaces as defined by Title 14 of the Code of Federal

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Regulations Part 77, except as necessary and incidental to airport operations.

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

5. Disclosure Statement. Require a disclosure statement to be recorded with the Thurston County Auditor for subdivisions, short subdivisions, binding site plans, and building permits located within the Airport Overlay Zone. The disclosure statement should state the property is located within the Airport Overlay Zone in which a variety of aviation activities occurs. Such activities may include but are not limited to noise, vibration, chemicals, odors, hours of operation and other associated activities.
6. Develop urban design plans and development standards to address compatibility of new development, preserve neighborhood character, and create pedestrian-oriented transit supportive development.
7. Through the Tumwater and Thurston County joint planning process and the County-Wide Planning Policies for Thurston County, direct the timing and location of development with the provision of adequate facilities and services within Tumwater's Urban Growth Area.
8. Invest in public improvements to facilitate and complement private development including streetscape improvements, public open spaces, and other amenities.
9. Review and modify, as necessary, existing plans to ensure consistency with the Land Use Element.
10. Continue public involvement in the planning process so decisions made regarding the growth and development of the City are reflective of general community goals and sensitive to special interests of effected parties.
11. Modify the land use regulatory review, permitting, and approval system for consistency with the Growth Management Act and adopted plans to ensure predictability and allow processing of development permits in a



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timely and fair manner.

12. Work with the Port of Olympia and the Federal Aviation Administration to remove the restrictions on residential development on Port owned land in the Town Center to allow full implementation of the City of Tumwater Town Center.
13. Clarify the differences in the City of Tumwater's definitions of warehouse distribution center and warehousing that is accessory to a manufacturing use.
14. Implement the Housing Action Plan strategies through land use actions by the City.
15. Implement the strategies in the most recent version of the Climate Mitigation Plan through land use actions by the City.
16. Implement the Urban Forestry Management Plan through the municipal code, Development Guidelines, City employee processes, and community education and engagement.

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CHAPTER 4

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## 4 LAND SUPPLY ANALYSIS

### 4.1 Introduction

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

Under the Growth Management Act, the State Office of Financial Management gives counties planning under the Growth Management Act a 20-year population projection. The counties and the cities within them use these population estimates to designate their urban growth areas. Thurston County and all of the cities and towns within it must accommodate at least the population projection by State Office of Financial Management.

County-Wide Policy XI – County-Wide Policies Which Establish a Process to Develop Future Policies addresses population distribution in Tumwater:

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

- a. The state Office of Financial Management (OFM) growth management planning population projections for Thurston County will be used as the range of population to be accommodated for the coming 20 years.*
- b. Within the overall framework of the OFM population projections for the County, Thurston Regional Planning Council will develop countywide and smaller area population projections, pursuant to RCW 36.70A.110 and based on current adopted plans, zoning and environmental regulations and buildout trends.*
- c. A review and evaluation program pursuant to RCW 36.70A.215 (“Buildable Lands Program”) will be established. The evaluation and subsequent updates required under the Buildable Lands Program will follow timelines in the RCWs, subject to availability of State funding. This evaluation may be combined with the review and evaluation of county and city comprehensive land use plans and development regulations required by RCW 36.70A.130 (1), and the review of urban growth areas required by RCW 36.70A.130(3).*

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- i. *In the event of a dispute among jurisdictions relating to inconsistencies in collection and analysis of data, the affected jurisdictions shall meet and discuss methods of resolving the dispute.*
- ii. *Nothing in this policy shall be construed to alter the land use power of any Thurston County jurisdiction under established law.*
- iii. *Because inclusion of this policy is as a result of state mandated legislation, implementation of this policy shall be commensurate with state funding.*
- d. *The Thurston Regional Planning Council will review the smaller area population projections to assure that the 20-year population is accommodated county-wide, and that urban growth areas are of sufficient area and densities to permit the projected urban population.*

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

Table 8 shows a projection of population growth for Tumwater and its Urban Growth Area developed by the Thurston Regional Planning Council. It is based upon a hybrid economic and demographic model.

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

The Land Use Element only addresses areas that are presently within the Tumwater

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City limits. Planning in the Urban Growth Area will occur through the Tumwater and Thurston County joint planning process.

Table 8. Tumwater and Urban Growth Area 20-Year Population Projection

	<b>2015<sup>1</sup> Population</b>	<b>2035<sup>2</sup> Population</b>	<b>Population Increase</b>	<b>Percent Increase 2015-2035</b>
Tumwater	21,939	34,680	12,741	58%
Urban Growth Area	3,250	8,203	4,954	152%
<b>Combined Areas</b>	<b>25,188</b>	<b>42,883</b>	<b>17,695</b>	<b>70%</b>

Source: <sup>1</sup> Office of Financial Management, Forecasting Division

<sup>2</sup> The Profile, October 2015, Thurston Regional Planning Council, and the Population and Employment Forecast for Thurston County Final Report

Note: The City of Tumwater started the update process in 2015 using data from 2015 and did not receive 2016 data until it was too late to incorporate in the update process.

The data in Table 8 indicates that the total population for Tumwater's present city limits will be 34,680 persons. Presently, in 2015, the population within Tumwater's city limits is 21,939. It can be seen that an additional population of 12,741 must be accommodated within the city limits within the 20-year planning period.

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

## **4.2 Partially Used and Under Utilized Land Supply Analysis**

It is particularly difficult to determine build out of partially used and under-utilized land due to several factors such as current economic conditions, property owners holding property from the market for an anticipated increase in value, businesses retaining property for future expansion, and residential property owners holding property in order to retain privacy around an existing unit. Thurston Regional Planning Council has incorporated these factors into their buildable lands estimates for 2015.

### 4.3 Developable or Re-developable Land Supply Analysis

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

1. The land is undevelopable due to environmental constraints such as geological hazards and wetlands. These constraints are clarified in Tumwater's Conservation Element. Previously, a factor of 20% was used to estimate the amount of this type of undevelopable land. However, due to new data and mapping systems almost all of the environmental constraints were mapped and can be calculated at an acceptable accuracy level. Thurston Regional Planning Council has done this task and incorporated it into the *Buildable Lands Report for Thurston County* (2014).

Note: Thurston Regional Planning Council did not use steep slope data in determining the Buildable Lands data for Tumwater due to an unacceptable level of accuracy when applied to a parcel based citywide map of Tumwater.

2. A certain amount of vacant land is needed for roads and rights-of-ways. Thurston Regional Planning Council has calculated that 17% of the vacant developable land will be needed for future roads and rights-of-way.
3. A certain amount of vacant land will be developed into uses other than residential. These uses include churches, parks, schools, and daycares, all of which are currently allowed within residential zones. Thurston Regional Planning Council estimates that these uses will consume varying amounts of land within different residential zones.

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

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

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When the preceding factors are taken into consideration, there may be less land available for development or re-development than is initially apparent. This is shown in Tables 9, 10, and 11 below.

Table 9. Buildable Commercial Land in Acres

<b>City or Urban Growth Area</b>	<b>Zone</b>	<b>Vacant or Partially-used</b>	<b>Redevelopable<sup>1</sup></b>	<b>Other</b>
City	Brewery District	11	12	
	Capitol Boulevard Corridor	8	28	
	Community Services	0	-	
	General Commercial	164	39	
	Historic Commercial	-	0	
	Mixed Use	46	6	
	Neighborhood Commercial	13	2	
	Town Center	19	10	Unknown <sup>2</sup>
Urban Growth Area	Business Park	17	-	
	Commercial Development	6	10	
	General Commercial	33	2	
	Neighborhood Commercial	2	1	
<b>Total</b>		<b>320</b>	<b>111</b>	

Notes: <sup>1</sup> Land with moderate to high likelihood of intensifying uses.

<sup>2</sup> Development potential not estimated for Port of Olympia's Tumwater properties and Brewery Properties.

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Table 10. Buildable Industrial Lands in Acres

City or Growth Area	Zone	Vacant or Partially-used	Redevelopable <sup>1</sup>	Other
City	Airport Related Industry	0	0	Unknown <sup>2</sup>
	Heavy Industrial	4	1	
	Light Industrial	811	131	Unknown <sup>2</sup>
Urban Growth Area	Light Industrial	189	27	Unknown <sup>2</sup>
<b>Total</b>		<b>1,004</b>	<b>160</b>	

Notes: <sup>1</sup> Land with moderate to high likelihood of intensifying uses.

<sup>2</sup> Development potential not estimated for Port of Olympia's Tumwater properties and Brewery Properties.

#### 4.4 Analysis of Population Accommodation

In order to determine whether the City has the capacity to accommodate the projected population, an analysis of all of the proposed residential land use designations was performed. The Mixed Use designation has been included in these calculations to reflect the potential of this designation to accommodate residential development.

Table 11. Residential Land Supply and Future Development Capacity

			Residential Capacity		
City or Urban Growth Area	Zone	Residential Buildable Land Estimate in year 2000 (Acres)	2014 Dwelling Units	Additional Residential Capacity on Buildable Land (2015-Buildout)	Redevelopment & Accessory Dwelling Unit Estimate
City	Brewery District	1	36	26	221
City	Capitol Boulevard Corridor	1	62	25	347
City	General Commercial	6	99	76	10
City	Light Industrial	-	75	-	-
City	Multi-Family High Density Residential	12	1,053	356	0

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			<b>Residential Capacity</b>		
<b>City or Urban Growth Area</b>	<b>Zone</b>	<b>Residential Buildable Land Estimate in year 2000 (Acres)</b>	<b>2014 Dwelling Units</b>	<b>Additional Residential Capacity on Buildable Land (2015-Buildout)</b>	<b>Redevelopment &amp; Accessory Dwelling Unit Estimate</b>
City	Multi-Family Medium Density Residential	157	1,658	1,062	-
City	Manufactured Home Park	6	506	28	-
City	Mixed Use	5	84	117	8
City	Residential and Sensitive Resource	149	256	414	-
City	Single Family Low Density Residential	674	2,314	2,979	6
City	Single Family Medium Density Residential	414	3,468	1,998	44
City	Town Center Mixed Use	0	0	6	1
City	Town Center Residential	1	165	18	14
UGA	Commercial Development	0	23	1	2
UGA	Multi-Family Medium Density Residential	67	430	387	-
UGA	Residential and Sensitive Resource	36	132	84	-
UGA	Single Family Low Density Residential	371	604	1,507	-
UGA	Single Family Medium Density Residential	108	102	695	0
<b>Total</b>		<b>2,010</b>	<b>11,067</b>	<b>9,781</b>	<b>653</b>

Source: Thurston Regional Planning Council Data Program

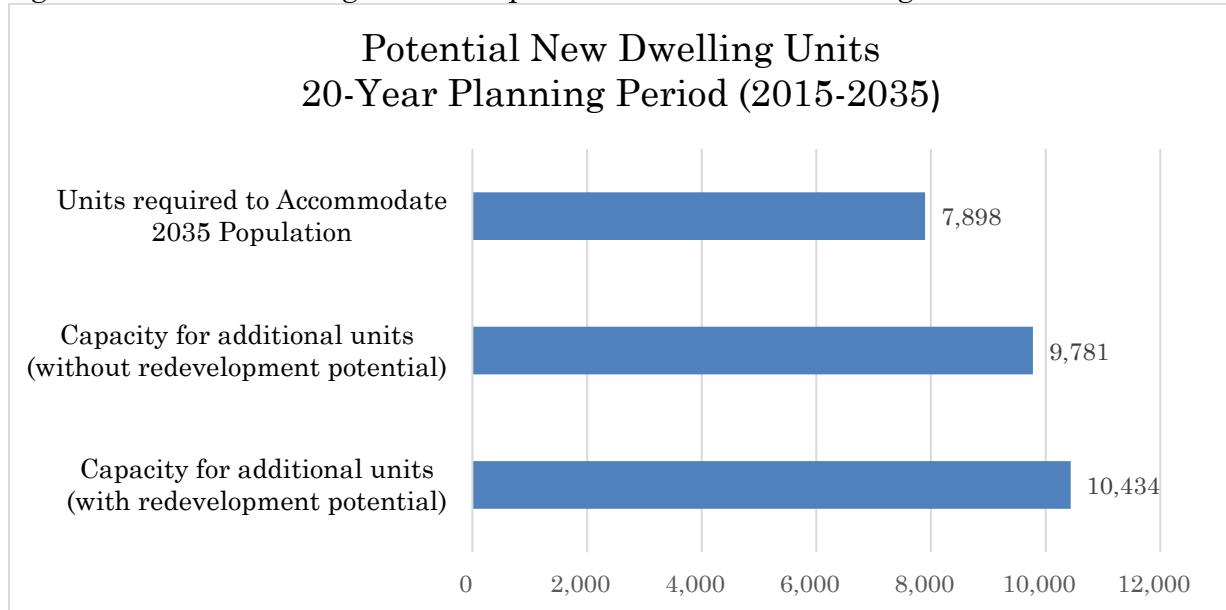


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Note: This data set is updated from that used in the 2013 *Buildable Lands Report*: dwelling units were updated to 2014, and two new zoning districts were included in the analysis. Capacity estimates include reductions for public facilities such as roads, schools, and parks as noted in Thurston Regional Planning Council's Land Supply Assumptions documentation.

Figure 3. New Dwelling Units Required for 20-Year Planning Period.



Note: The City of Tumwater started the update process in 2015 using data from 2015 and did not receive 2016 data until it was too late to incorporate in the update process.

Figure 3 shows the results of the calculations graphically. The first bar of the graph shows the number of residential units needed to accommodate projected population growth. The second and third bars of the graph indicate the potential new units that could be constructed. The minimum and maximum density bars are based on the density ranges of each residential land use designation and the Mixed Use designation.

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

Each land use designation intended for residential uses will utilize a minimum density policy. A minimum density policy would require development to be configured so that

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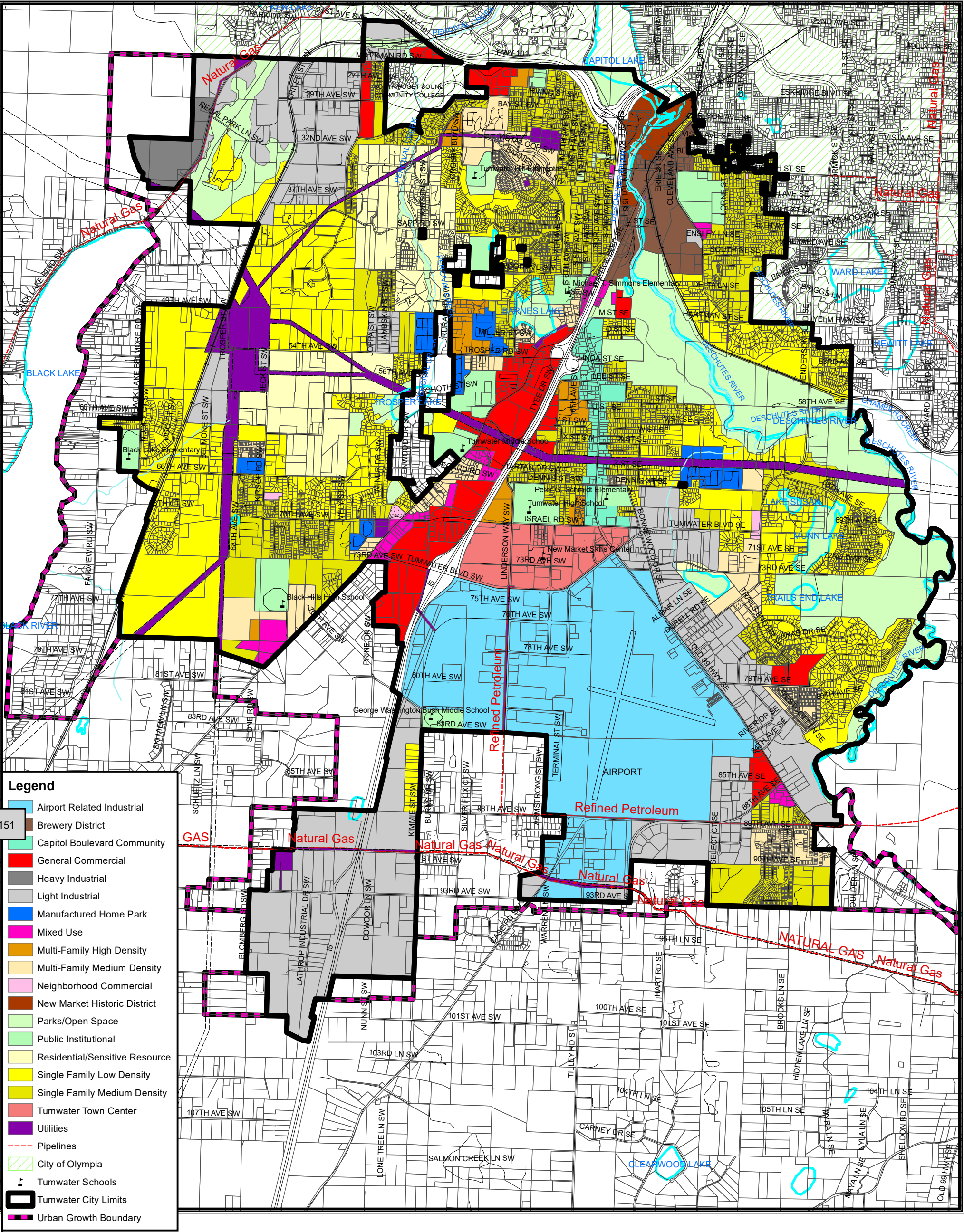
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infill may occur in the future and would ensure that valuable urban land is not developed at extremely low densities. The minimum density policy is one of the main tools to accommodate future population in the Land Use Element.



# City of Tumwater

## City-Wide Land Use Map



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### Legend

- Airport Related Industrial
- Brewery District
- Capitol Boulevard Community
- General Commercial
- Heavy Industrial
- Light Industrial
- Manufactured Home Park
- Mixed Use
- Multi-Family High Density
- Multi-Family Medium Density
- Neighborhood Commercial
- New Market Historic District
- Parks/Open Space
- Public Institutional
- Residential/Sensitive Resource
- Single Family Low Density
- Single Family Medium Density
- Tumwater Town Center
- Utilities
- Pipelines
- City of Olympia
- Tumwater Schools
- Tumwater City Limits
- Urban Growth Boundary

0 0.5 1 2 3 4 Miles

1:34,800

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

Tumwater Community Development Department  
November 8, 2021





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

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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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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>

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**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

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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

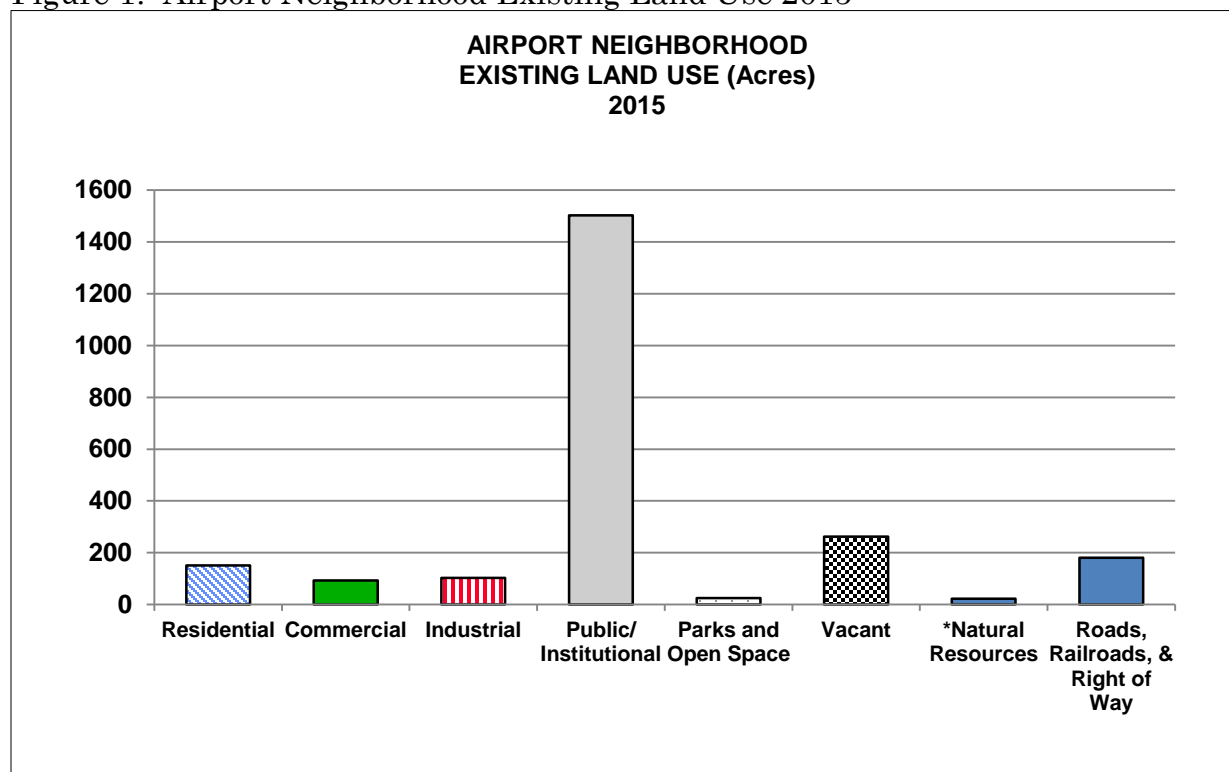
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## 1.1 Introduction

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

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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.

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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.

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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



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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

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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.

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### **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

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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.

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**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)

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- 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

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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

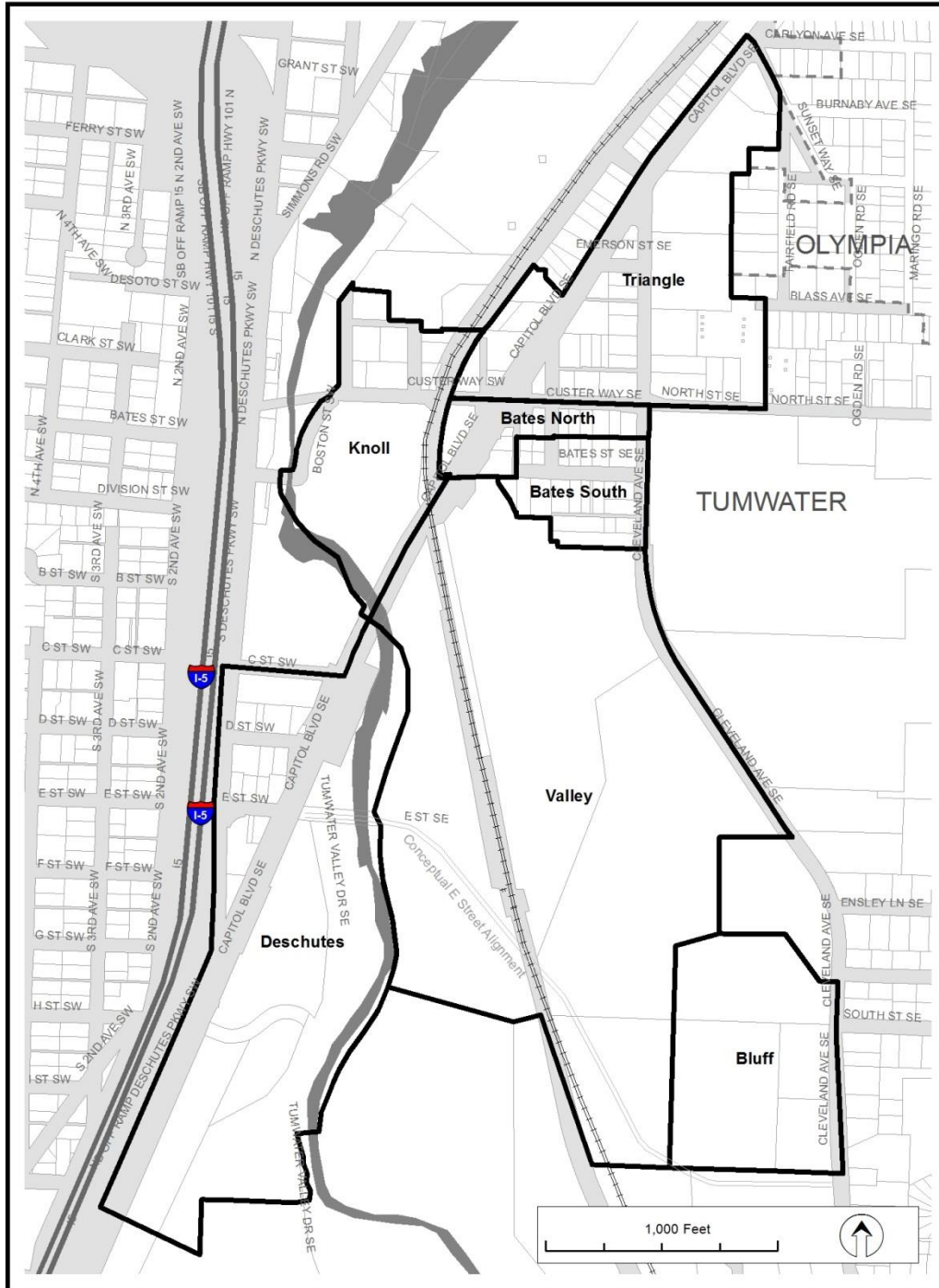
11. General Commercial

- The Valley Athletic Club Property

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**Figure 2. Brewery District Designation Subdistricts**





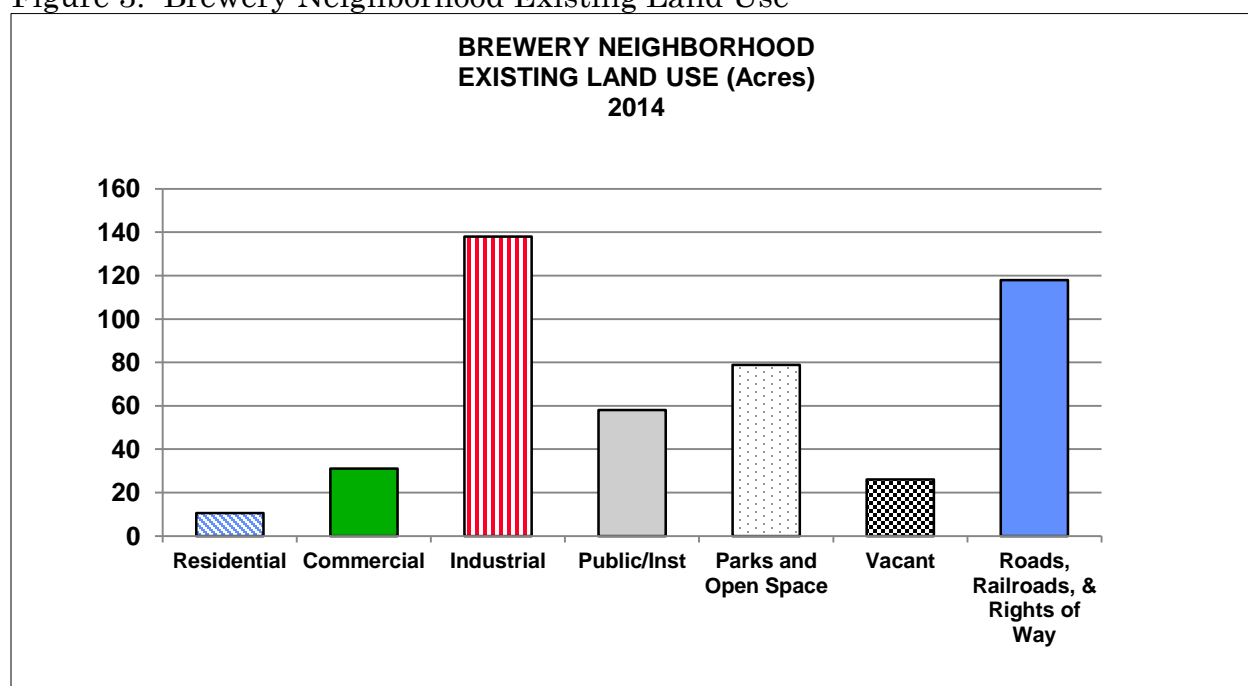
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## 2.1 Introduction

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

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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)

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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

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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

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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

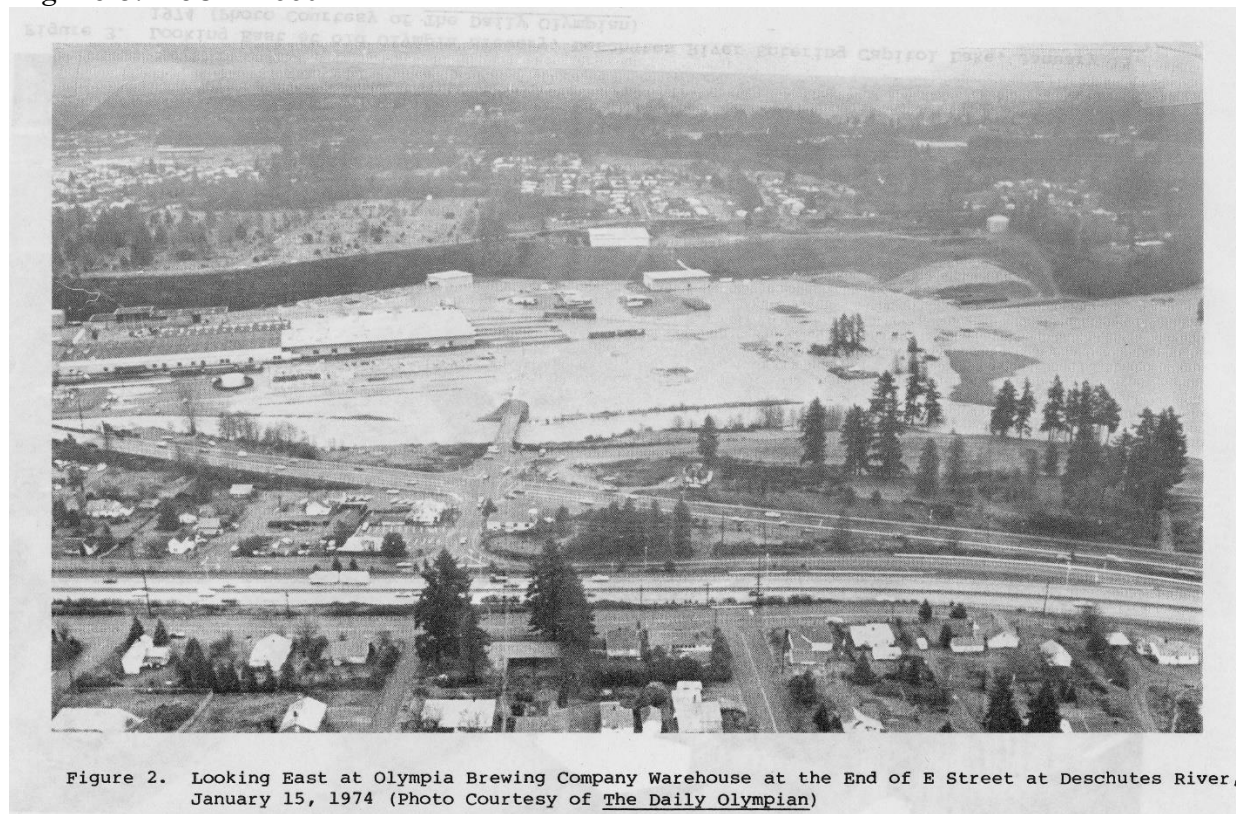


Figure 2. Looking East at Olympia Brewing Company Warehouse at the End of E Street at Deschutes River, January 15, 1974 (Photo Courtesy of The Daily Olympian)

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.



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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

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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

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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

<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



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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.

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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.*

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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

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**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*

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*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

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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*

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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

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## **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



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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.”

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**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.

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## **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

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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.

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**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

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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

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

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### 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





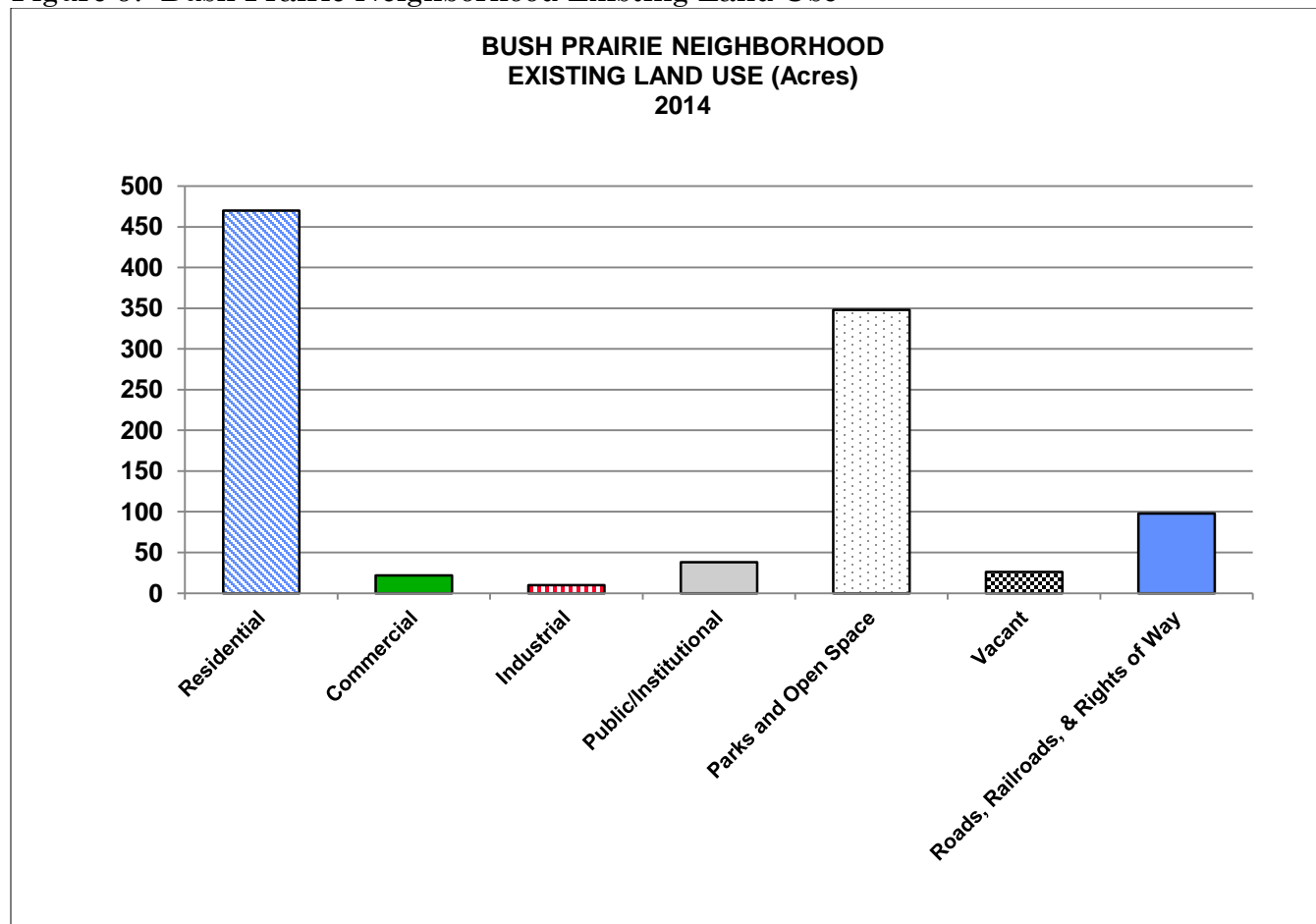
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portion of the neighborhood in the central and northwest portion as well as some of the older residential subdivisions such as the aptly named Bush Prairie subdivision located on Arab Drive.

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



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**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:

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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

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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

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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

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**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

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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

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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



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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.

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**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

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

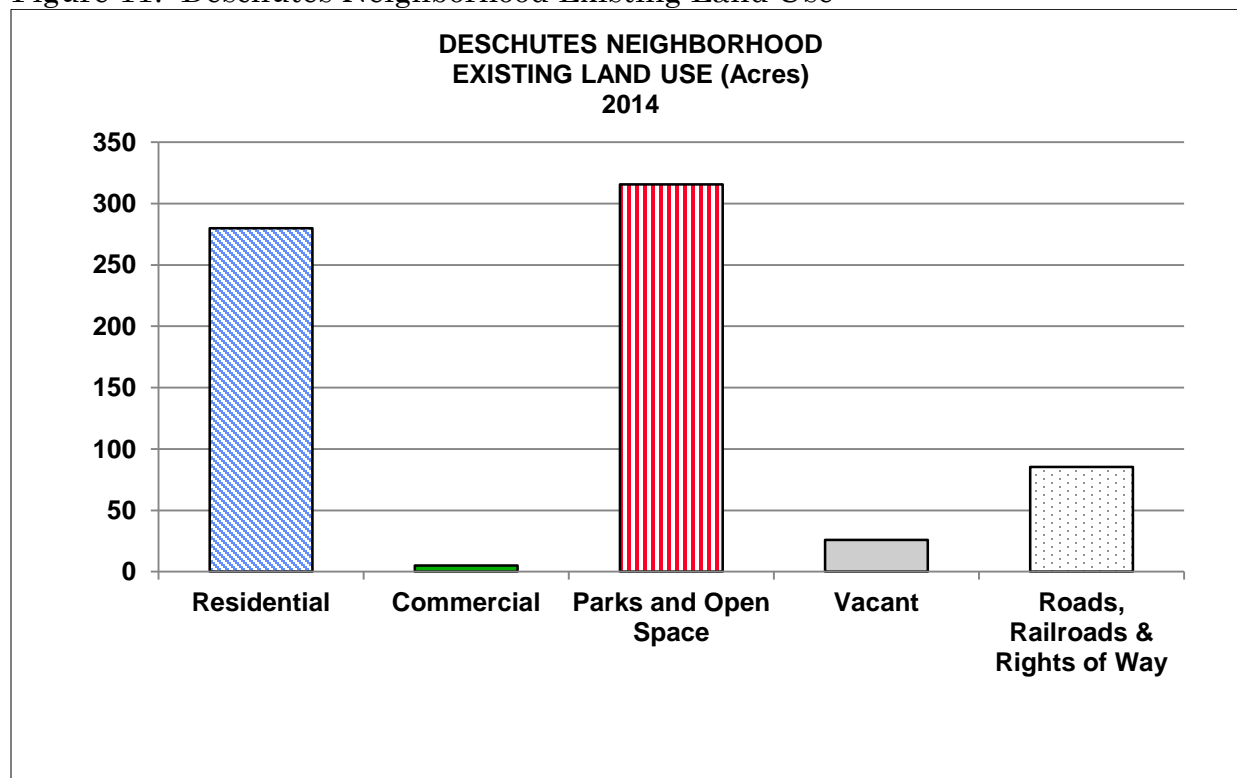
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#### 4.1 Introduction

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

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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

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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

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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

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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



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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

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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.

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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.

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**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

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- 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

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10. Light Industry
  - Area on the north end of Belmore Street
11. Shoreline Environment
  - Trosper 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

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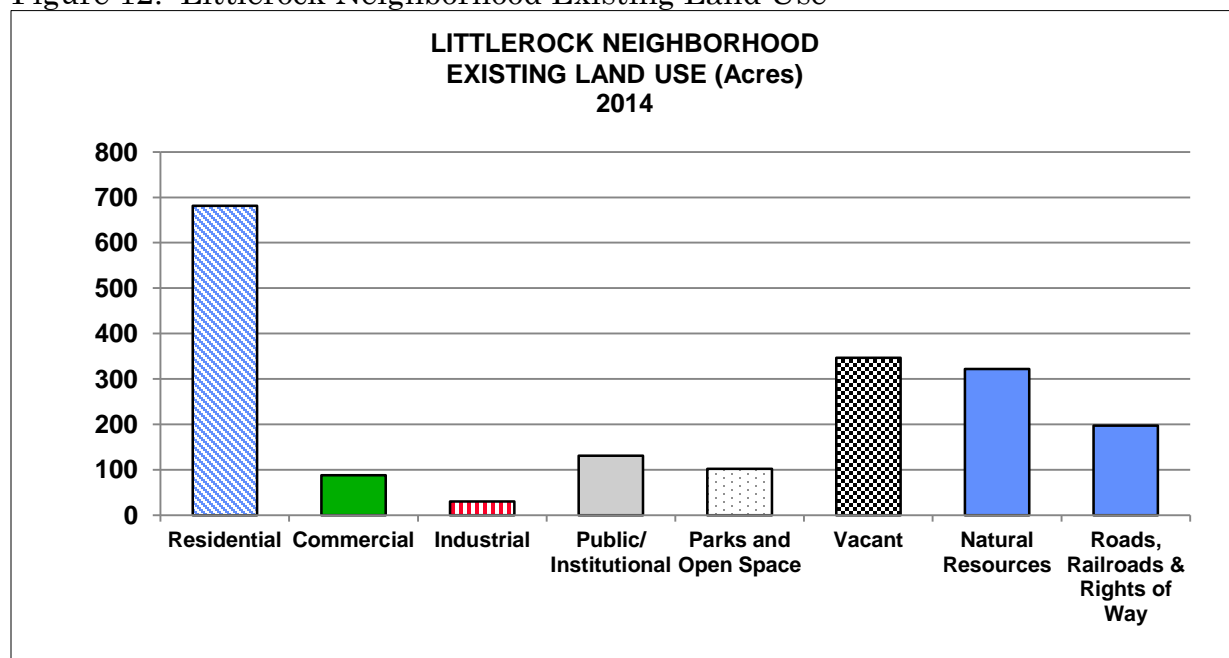
## 5.1 Introduction

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*

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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. Trosper 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 Trosper Road and Tumwater Boulevard link the Littlerock Neighborhood to the Tumwater Town Center located north of Tumwater Boulevard, south of Trosper 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 Trosper 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



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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*

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*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 Tyee 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 Tyee 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 Tyee Drive extension*

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

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- *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.

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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

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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 Trosper 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

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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

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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

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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**



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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

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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*

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*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*

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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 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 connection has been a goal listed in the Tumwater/Thurston County Joint Plan before the area was annexed

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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

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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.

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**CHAPTER 6 – MOTTMAN/BLACK LAKE NEIGHBORHOOD***Amended January 2018, O2017-024,**January 2019,, O2018-006, December 2019, O2019-004,**and November 2020, O2020-002***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

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- 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



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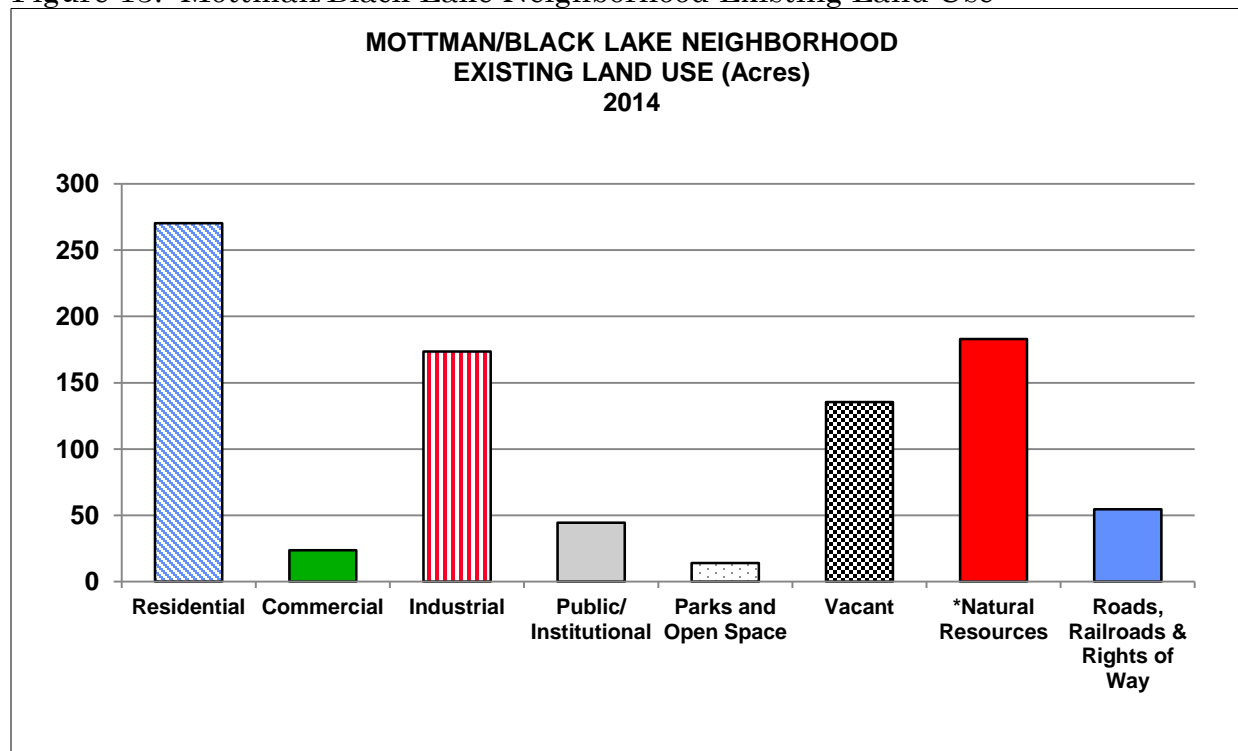
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## 6.1 Introduction

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.

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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:

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- 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

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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.

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**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.

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**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

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- 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

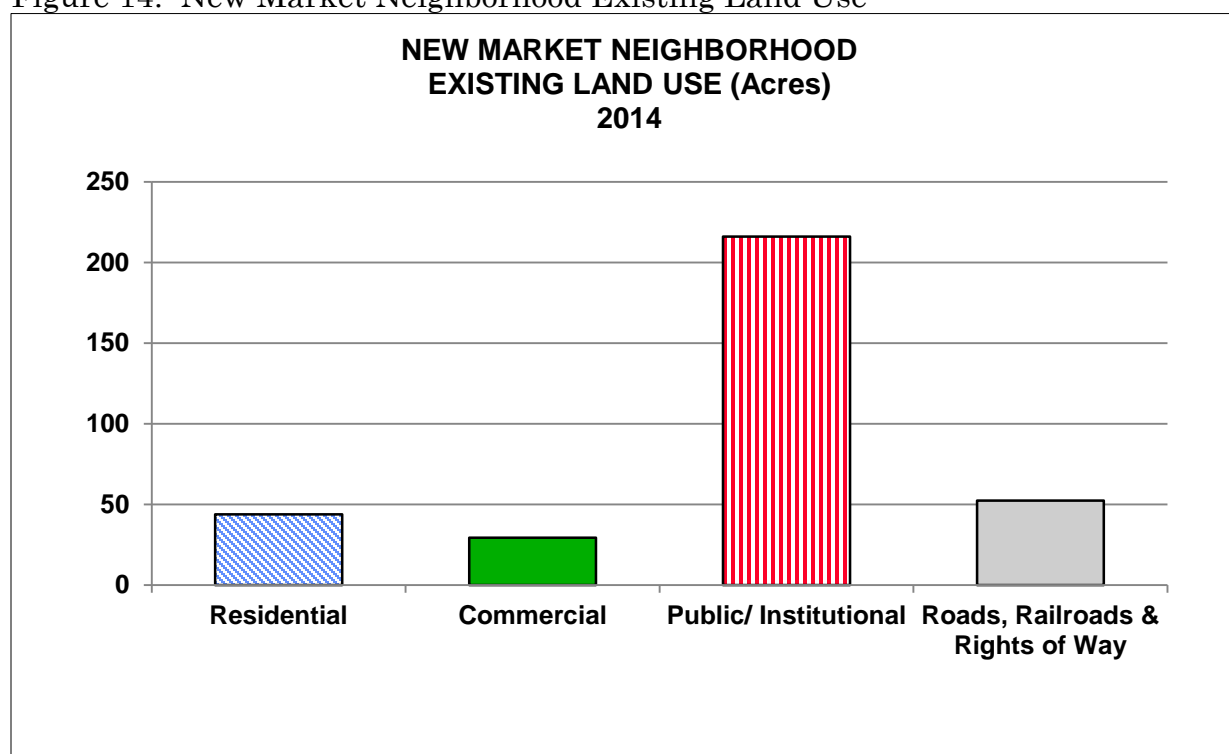
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## 7.1 Introduction

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



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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

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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.

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## **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.

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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.

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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%

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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

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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

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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



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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

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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

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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

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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.

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**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

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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

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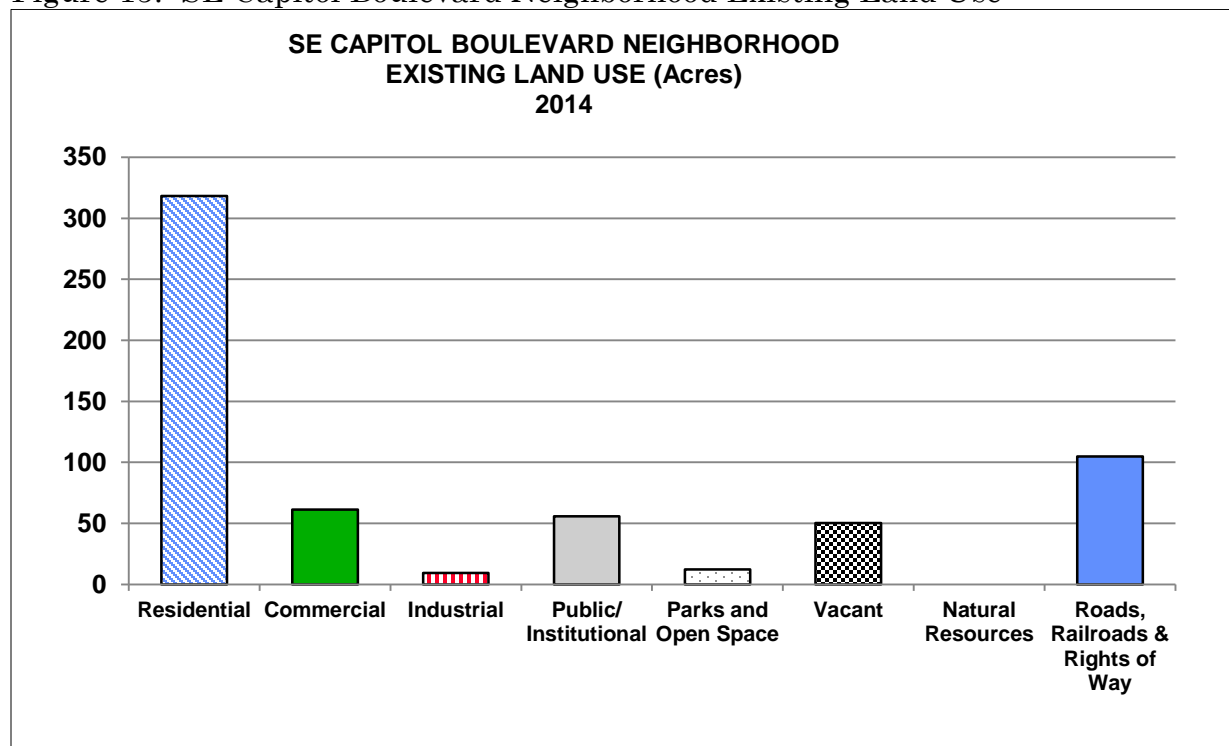
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## 8.1 Introduction

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

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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. Trosper 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



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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

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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

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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

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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

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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*

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

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

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*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

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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.

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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



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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.

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**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

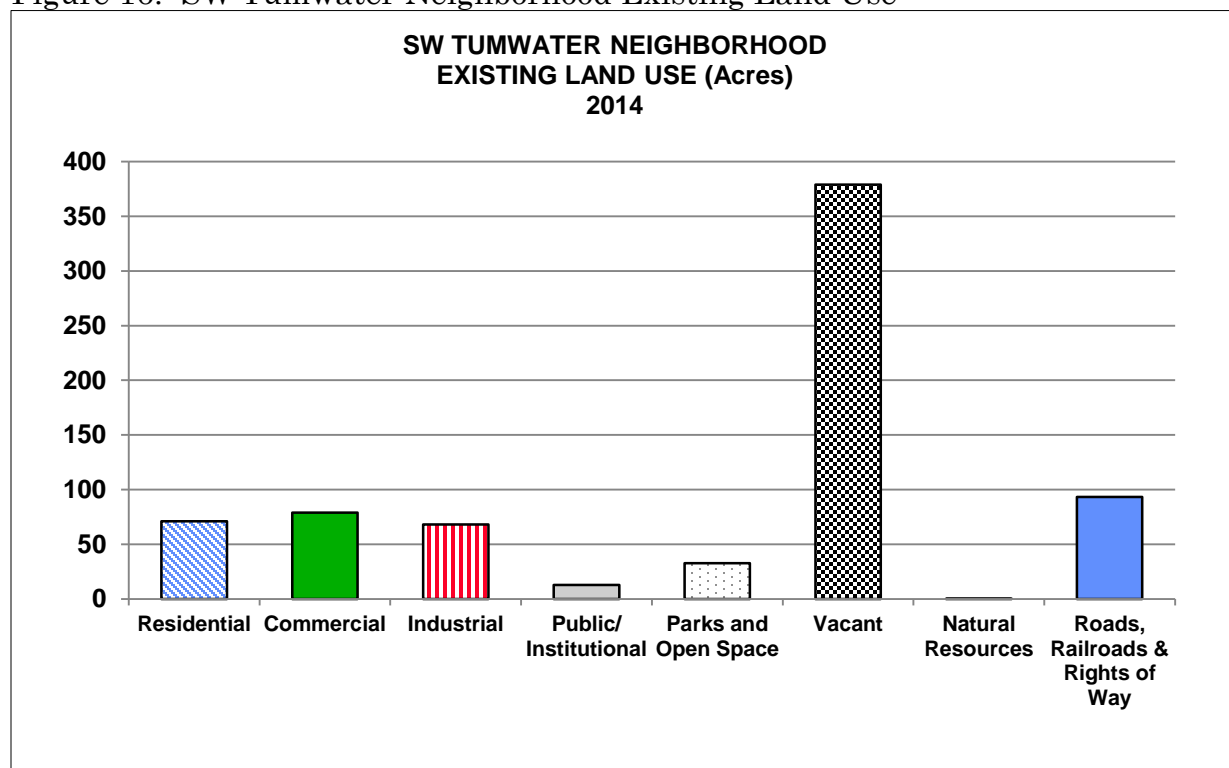
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## 9.1 Introduction

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

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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

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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.

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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.

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**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

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- Area south of Trospers 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 Trospers 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 Trospers Lake to Trospers Road vicinity
  - Puget Sound Energy Barnes Lake substation west of 2nd Avenue, north of Trospers Road
- 12. Shoreline Environment
  - Trospers Lake



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- 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

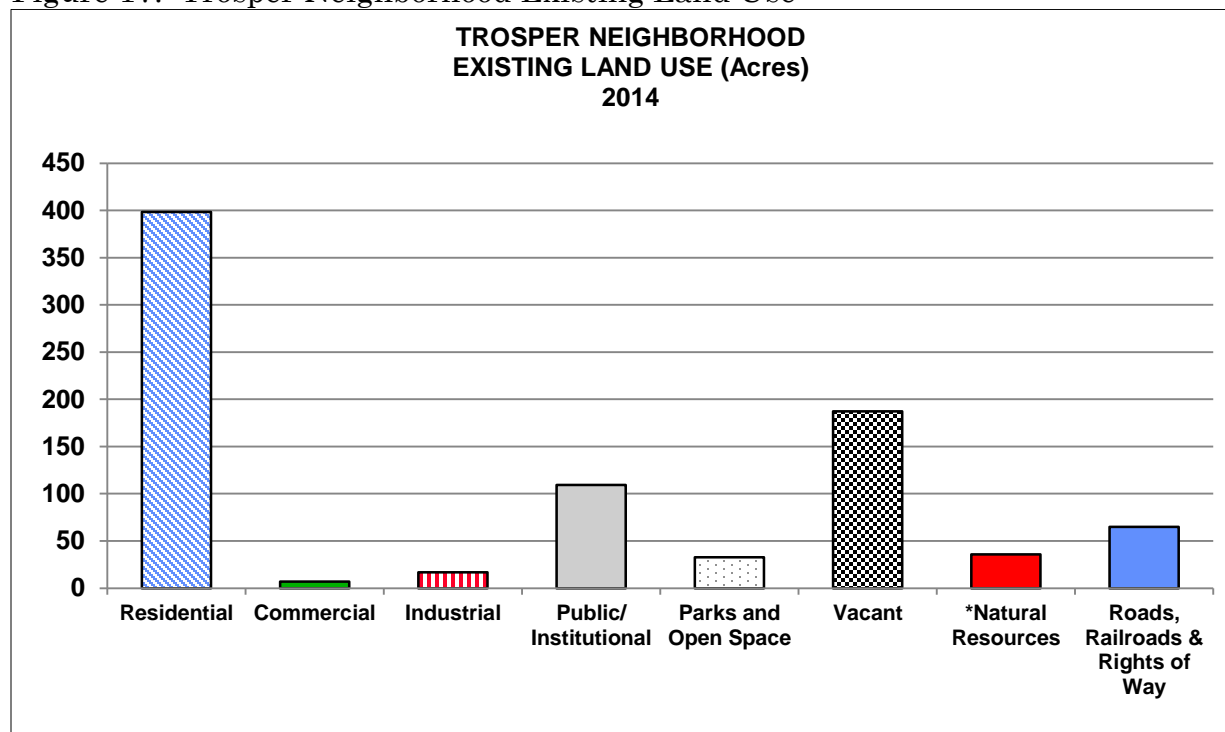
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## 10.1 Introduction

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 2nd Street.

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

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

Trosper Road serves as the major transportation corridor in this neighborhood. Trosper Road is an arterial roadway that is used primarily to carry traffic between the Black Lake area and Tumwater. 49<sup>th</sup> Avenue, Trosper Road, and 54<sup>th</sup> Avenue are urban collectors that become Trosper 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 Trosper Neighborhood include mostly residential and vacant uses to the west and north and commercial uses to the south and east.

The Trosper 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 Trosper 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 Trosper Neighborhood should follow the guidelines for groundwater protection set forth in the *Northern Thurston County Ground Water*

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*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: Trosper 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 Trosper 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

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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**

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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

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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.

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## **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



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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

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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.

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**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

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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

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## 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

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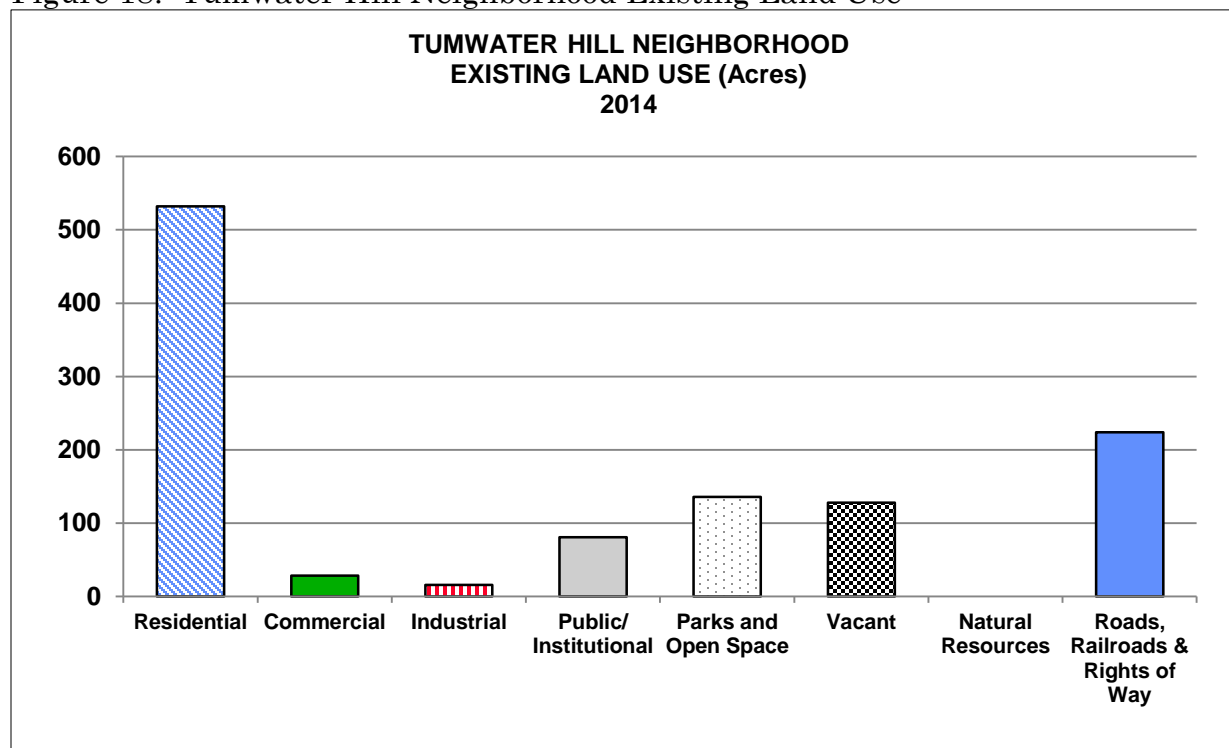
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**11.1 Introduction**

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

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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.

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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 Trospen 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: Trospen Lake and the Black Lake Drainage Ditch/Percival Creek Lower Reach. Areas in the 100-year flood plain have been designated Parks/Open Space to ensure consistency with the 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.

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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.

**NEIGHBORHOOD APPENDIX****CHAPTER 11 – TUMWATER HILL NEIGHBORHOOD**

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

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.

**NEIGHBORHOOD APPENDIX****CHAPTER 11 – TUMWATER HILL NEIGHBORHOOD**

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

**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

**NEIGHBORHOOD APPENDIX**

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

**CHAPTER 11 – TUMWATER HILL NEIGHBORHOOD**

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).

## Appendix B: County-Wide Planning Policies

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### Thurston County COUNTY-WIDE PLANNING POLICIES November 10, 2015

*These policies were adopted by the Board of County Commissioners on September 8, 1992. They were ratified earlier by each of the seven cities and towns within Thurston County. Those seven cities and towns are Lacey, Olympia, Tumwater, Bucoda, Rainier, Tenino and Yelm. On August 2, 1993, representatives of Thurston County and the seven cities and towns met to clarify intent of policies 1.2 and 1.3 and to affirm long and short term Urban Growth boundaries established in 1988 around Olympia, Lacey and Tumwater. In 2002, policies were amended to be consistent with RCW 36.70A.215 (“Buildable Lands Program”). In 2015, the policies were amended to incorporate foundational principles and policies from Creating Places, Preserving Spaces, A Sustainable Development Plan for the Thurston Region, December 2013.*

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

## Appendix B: County-Wide Planning Policies

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### I. GENERAL POLICIES

*(Adopted November 10, 2015)*

- 1.1 Balance our needs today with those of future residents, to protect and enhance quality of life and in recognition that each generation is a trustee of the environment for succeeding generations.
- 1.2 Preserve and promote awareness of our historic, cultural, and natural heritage.
- 1.3 Develop new ways to cultivate and support respectful civic engagement and participation by residents, and public, private, and nonprofit businesses and organizations, encouraging choices and offering information that contribute to individual, household, and community health and well-being.
- 1.4 Break down institutional barriers to communication and cooperation, fostering open communication and transparent processes that encourage community-wide participation.
- 1.5 Think broadly, regionally and globally – act locally. Acknowledge the interdependence of communities both within and external to our region, recognizing the impacts of our region upon the world, as well as the impacts of the world upon our region.
- 1.6 Translate vision to policy and act on adopted local plans and policies. Consider the effects of decisions on achieving this vision, while balancing individual property rights with broader community needs and goals.
- 1.7 Monitor progress and shift course when necessary. Use meaningful, easy-to-understand methods to measure progress on key objectives. Respond and adapt to future social, economic, and environmental challenges.
- 1.8 Partner across topic areas and jurisdictional boundaries. While supporting local decision-making, encourage regional and cross-jurisdictional coordination, communication, and cooperation that increase our capacity to make decisions for the common good across jurisdiction boundaries.
- 1.9 Build and maintain distinct communities, preserving and enhancing the character and unique identities of the existing urban, suburban, and rural communities in a way that protects what matters most, while offering additional opportunities to improve on what can be better.

## Appendix B: County-Wide Planning Policies

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- 1.10 Meet basic human needs of clean water and air, healthy food, adequate housing, quality education, public safety, and equal access, regardless of socio-economic status.
- 1.11 Support education, employment, commercial opportunities, cultural, social, and recreational opportunities in appropriate places and at a scale that supports community health and well-being.
- 1.12 Champion energy efficiency and renewable energy strategies that contribute to energy independence, economic stability, reduced climate impacts, and long-term household and community health.
- 1.13 Protect the natural environment while acknowledging the interdependence of a healthy environment and a healthy economy.
- 1.14 Provide for adequate active and passive recreational opportunities.

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### II. URBAN GROWTH AREAS

*(June 5, 1992, Adopted September 8, 1992, Amended November 10, 2015)*

- 2.1 Urban growth within Thurston County is to occur only in designated urban growth areas.
- 2.2 The boundaries of designated urban growth areas must meet the following criteria:
  - a. Contain areas characterized by urban growth.
  - b. Be served by or planned to be served by municipal utilities.
  - c. Contain vacant land, or under-developed land with additional capacity, near existing urban areas that is capable of supporting urban development.
  - d. Be compatible with the use of designated resource lands and critical areas.
  - e. Follow logical boundaries.
  - f. Consider citizen preferences.
  - g. Be of sufficient area and densities to permit the urban growth that is projected to occur in the succeeding twenty-year period.
- 2.3 Amendments to the urban growth boundaries must use the following process:
  - a. Cities and towns will confer with the county about boundary location or amendment.
  - b. Proposed boundaries are presented to the Urban Growth Management (UGM) subcommittee of Thurston Regional Planning Council, which makes a recommendation directly to the Board of County Commissioners.
  - c. Following a public hearing, the Board of County Commissioners designates the boundaries and justifies its decision in writing.
  - d. Cities and towns not in agreement with the boundary designation may request mediation through the State Department of Commerce.
  - e. At least every 10 years, growth boundaries will be reviewed based on updated 20 year population projections.
  - f. Appeals of decisions made through this process are per the State Growth management Act, RCW 36.70A.

## Appendix B: County-Wide Planning Policies

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- 2.4 Expansion of the Urban Growth Boundary must demonstrate consistency with:
- a. All of the following criteria:
    - i. For South County jurisdictions: the expansion area can and will be served by municipal water and transportation in the succeeding 20 years. South County jurisdictions must demonstrate that the expansion can be served by sewage disposal measures that provide for the effective treatment of waste water in the succeeding 20 years.
    - ii. For North County jurisdictions: the expansion area can and will be served by municipal sewer, water and transportation in the succeeding 20 years.
    - iii. Urbanization of the expansion area is compatible with the use of designated resource lands and with critical areas.
    - iv. The expansion area is contiguous to an existing urban growth boundary.
    - v. The expansion is consistent with these County-Wide Planning Policies.
  - b. One of the two following criteria:
    - i. There is insufficient land within the Urban Growth Boundary to permit the urban growth that is forecast to occur in the succeeding 20 years; or
    - ii. An overriding public interest demonstrating a public benefit beyond the area proposed for inclusion would be served by moving the Urban Growth Boundary related to protecting public health, safety and welfare; enabling more cost-effective, efficient provision of sewer or water; and enabling the locally adopted Comprehensive Plans to more effectively meet the goals of the State Growth Management Act.
- 2.5 Reduction of the Urban Growth Boundary must demonstrate consistency with all of the following criteria:
- a. Sufficient land will remain within the reduced Urban Growth Boundary to permit the urban growth that is forecast to occur in the succeeding 20 years.

## Appendix B: County-Wide Planning Policies

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- b. The reduced Urban Growth Boundary will include cost-effective sewer and water and transportation service areas, as applicable for each urban growth area.
- c. Reduction of the Urban Growth Boundary is compatible with the use of the designated resource lands and with critical areas.

## Appendix B: County-Wide Planning Policies

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### III. **PROMOTION OF CONTIGUOUS AND ORDERLY DEVELOPMENT, PROVISION OF URBAN SERVICES, AND PROTECTION OF RURAL AREAS**

*(August 19, 1992, Adopted September 8, 1992, Amended November 10, 2015)*

- 3.1 Concentrate development in urban growth areas and protect rural areas by:
- a. Accommodating the county's growth first and foremost in the urban growth areas and ensuring that development occurring in rural areas is rural in character.
  - b. Encouraging infilling first within those parts of the urban growth areas that are:
    - already characterized by urban growth that have adequate existing public facilities and service capacities to serve such development,
    - second in areas already characterized by urban growth that will be served adequately by a combination of both existing public services and facilities, that are provided by either public or private sources, and
    - third in the remaining portions of the urban growth areas.
  - c. Phasing urban development and facilities outward from core areas.
  - d. Establishing mechanisms to ensure average residential densities sufficient to enable the county as a whole to accommodate its 20-year population projection.
  - e. Limiting growth in rural areas to prevent sprawl and the overburdening of rural services, maintain rural character, and protect the natural environment.
  - f. Prohibiting urban net densities in rural areas.
  - g. Designating rural areas for low intensity, non-urban uses that preserve natural resource lands, protect rural areas from sprawling, low-density development and assure that rural areas may be served with lower cost, non-urban public services and utilities.
  - h. Where urban services & utilities are not yet available, requiring development to be configured so urban growth areas may eventually infill and become urban.
  - i. Considering innovative development techniques.

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- 3.2 Coordinate Urban Services, Planning, and Development Standards through:
- a. Maximizing the use of existing infrastructure and assets, and leveraging the value of these in building vital, healthy, and economically viable communities.
  - b. Making public investments that further multiple community goals, target identified priorities, and leverage additional investment.
  - c. Considering both economies of scale and long-term maintenance cost when investing in infrastructure.
  - d. Providing and maintaining municipal services (water, sewer, solid waste, public safety, transportation, and communication networks) in a sustainable, and cost-effective manner.
  - e. Coordinating planning and implementation of policies regarding urban land use, parks, open space corridors, transportation, and infrastructure within growth areas. Developing compatible development standards and road/street level of service standards among adjoining jurisdictions.
  - f. Developing, and ensuring the enforcement of, agreements between Thurston County and the cities and towns within its borders, that ensure development occurring within unincorporated urban growth areas is consistent with city utility and storm water planning and conforms to the development standards and road/street level of service standards of the associated city or town.
  - g. Phasing extensions of urban services and facilities concurrent with development and prohibiting extensions of urban services and facilities, such as sewer and water, beyond urban growth boundaries except to serve existing development in rural areas with public health or water quality problems.
  - h. Identifying, in advance of development, sites for schools, parks, fire and police stations, major storm water facilities, greenbelts, open space, and other public assets. Acquisition of sites for these facilities shall occur in a timely manner and as early as possible in the overall development of the area.
- 3.3 Cooperate on annexations in order to accomplish an orderly transfer of contiguous lands within growth areas into the adjoining cities and

## Appendix B: County-Wide Planning Policies

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towns. Cooperate on developing a streamlined and efficient process for annexation, while maintaining appropriate environmental review.

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



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### IV. **JOINT COUNTY AND CITY PLANNING WITHIN URBAN GROWTH AREAS**

*(August 19, 1992, Adopted September 8, 1992, Amended November 10, 2015)*

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

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### V. SITING COUNTY-WIDE AND STATE-WIDE PUBLIC CAPITAL FACILITIES

*(June 5, 1992, Adopted September 8, 1992, Amended November 10, 2015)*

- 5.1 Cooperatively establish a process for identifying and siting within their boundaries public capital facilities of a county-wide and state-wide nature which have a potential for impact beyond jurisdictional boundaries. The process will include public involvement at early stages. These are facilities that are typically difficult to site, such as airports, terminal facilities, state educational facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes.
- 5.2 Base decisions on siting county-wide and state-wide public capital facilities on the jurisdiction's adopted plans, zoning and environmental regulations, and the following general criteria:
  - a. County-wide and state-wide public capital facilities shall not have any probable significant adverse impact on lands designated as critical areas or resource lands; and
  - b. Major public facilities that generate substantial traffic should be sited near major transportation corridors.

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### VI. ANALYSIS OF FISCAL IMPACT

*(August 19, 1992, Adopted September 8, 1992, Amended November 10, 2015)*

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

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### VII. ECONOMIC DEVELOPMENT AND EMPLOYMENT

*(June 5, 1992, Adopted September 8, 1992, Amended November 10, 2015)*

- 7.1 Encourage an economy that is diverse, can adapt to changing conditions, and takes advantage of new opportunities.
- 7.2 Support the recruitment, retention and expansion of environmentally sound and economically viable commercial, public sector and industrial development and resource uses, including the provision of assistance in obtaining funding and/or technical assistance.
- 7.3 Provide in comprehensive plans for an adequate amount of appropriately located land, utilities, and transportation systems to support desirable economic development. Create and maintain regulatory certainty, consistency, and efficiency.
- 7.4 Acknowledge and look for opportunities to engage with regional economic drivers such as state government, the Port of Olympia, and Joint Base Lewis-McChord. Coordinate economic development efforts as well with other jurisdictions, the Economic Development Council, Chambers of Commerce, and other affected groups.
- 7.5 Build a vital, diverse and strong local economy, including job opportunities that support community and household resilience, health, and well-being, by:
  - a. Supporting workforce training and offering opportunities for education and entrepreneurial endeavors.
  - b. Supporting creativity, arts, and culture.
  - c. Providing opportunities for a range of business types to succeed.
  - d. Emphasizing policies that support locally owned businesses including home-based, entrepreneurial, and nonprofit business and organizations.
  - e. Encouraging the development of local services for food, clothing and other basic human needs.
  - f. Nurturing urban and rural agricultural and food-oriented businesses.
  - g. Protecting resource lands.
  - h. Encouraging the utilization and development of areas designated for industrial use, consistent with the environmental policies in these countywide policies.

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- i. Connecting economic health with personal health and well-being and the advancement of environmental health.
- j. Adding incentives for business to demonstrate their environmental sustainability including reduction in greenhouse gas emissions.

## Appendix B: County-Wide Planning Policies

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### VIII. AFFORDABLE HOUSING

*(August 19, 1992, Adopted September 8, 1992, Amended November 10, 2015)*

- 8.1 Increase housing choices to support all ranges of lifestyles, household incomes, abilities, and ages. Encourage a range of housing types and costs that are commensurate with the employment base and income levels of jurisdictions' populations, particularly for low, moderate and fixed income families.
- 8.2 Accommodate low and moderate income housing throughout each jurisdiction rather than isolated in certain areas.
- 8.3 Explore ways to reduce the costs of housing.
- 8.4 Establish and maintain a process to accomplish a fair share distribution of affordable housing among the jurisdictions.
- 8.5 Work with the private sector, Housing Authority, neighborhood groups, and other affected citizens, to facilitate the development of attractive, quality, low and moderate income housing that is compatible with the surrounding neighborhood and located within easy access to public transportation, commercial areas and employment centers.
- 8.6 Regularly examine and modify policies that pose barriers to affordable housing.
- 8.7 When possible, provide assistance in obtaining funding and/or technical assistance for the expansion or establishment of low cost affordable housing for low, moderate and fixed income individuals and families.

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### IX. TRANSPORTATION

*(April 30, 1992, Adopted September 8, 1992, Amended November 10, 2015)*

- 9.1 Increase transportation choices to support all ranges of lifestyles, household incomes, abilities, and ages.
- 9.2 Increase opportunities for riding transit, biking, walking, ridesharing, allowing and encouraging flexible work schedules, and teleworking.
- 9.3 Encourage efficient multi-modal transportation systems that are based on regional priorities and are coordinated with county and city comprehensive plans.
  - a. Local comprehensive plans will consider the relationship between transportation and land use density and development standards.
  - b. Local comprehensive plans and development standards should provide for local and regional pedestrian and bicycle circulation.
  - c. Improved transit service will be based on Intercity Transit's plans, informed by and consistent with the regional transportation plan and local comprehensive plans.
  - d. Transportation Demand Management plans and programs required by State law will be implemented as a key part of the region's transportation program.
  - e. Improvements to the regional road network will be consistent with local and regional transportation plans.
  - f. The regional transportation planning process is the primary forum for setting County-wide transportation policy.
- 9.4 The transportation element of each jurisdiction's comprehensive plan will be consistent with the land use element of that jurisdiction's comprehensive plan.
- 9.5 The transportation element of each jurisdiction's comprehensive plan will include level of service standards for all arterials and transit routes and services. Each jurisdiction will coordinate these level of service standards with all adjacent jurisdictions. Transit level of service standards will be consistent with Intercity Transit policies.
- 9.6 Each jurisdiction's transportation element will include an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions.

## Appendix B: County-Wide Planning Policies

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- 9.7 The transportation elements of comprehensive plans adopted by Thurston County and each city and town in the county will be consistent with the Regional Transportation Plan adopted by Thurston Regional Planning Council, in accordance with the provisions of the Washington State Growth Management Act.
- 9.8 The Regional Transportation Plan adopted by Thurston Regional Planning Council will be consistent with the land use elements of comprehensive plans adopted by Thurston County and the cities and towns within Thurston County and with state transportation plans. To ensure this, the Regional Transportation Plan will be reviewed and updated, if necessary, at least every two years for consistency with these plans.
- 9.9 All transportation projects within Thurston County that have an impact upon facilities or services identified as regional in the Regional Transportation Plan will be consistent with the Regional Transportation Plan.
- 9.10 Local and regional transportation plans will consider maritime, aviation and rail transportation as an integral link to the area's regional transportation needs.



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### X. ENVIRONMENTAL QUALITY

*(August 19, 1992, Adopted September 8, 1992, Amended November 10, 2015)*

- 10.1 Recognize our dependence on natural systems and maintain a balance between human uses and the natural environment.
- 10.2 Establish a pattern and intensity of land and resource use that is in concert with the ability of land and resources to sustain such use, reduce the effects of the built environment on the natural environment, conserve natural resources and enable continued resource use, through:
  - a. Land-use and transportation plans and actions that encourage compact development and concentrate development in urban growth areas.
  - b. Retrofitting existing infrastructure to reduce impacts of the built environment on the natural environment.
  - c. Planning for the amount of population that can be sustained by our air, land and water resources without degrading livability and environmental quality.
  - d. Minimizing high noise levels that degrade residents' quality of life.
- 10.3 Protect the soil, air, surface water, and groundwater quality, including through:
  - a. Reducing dependence on the use of chemicals and other products that pollute and, when their use is necessary, minimizing releases to the environment.
  - b. Ensuring adequate clean water is available to support household and commercial needs while sustaining ecological systems through conservation, balancing of uses, and reuse.
  - c. Protecting ground and surface water and the water of the Puget Sound from further degradation by adopting and participating in comprehensive, multi-jurisdictional programs to protect and monitor water resources for all uses.
  - d. Protecting and enhancing air quality.
- 10.4 Take action to conserve resources, increase use of renewable resources and decrease dependence on non-renewable resources by:
  - a. Reducing energy consumption and reliance on nonrenewable energy sources.

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- b. Encouraging the reuse and recycling of materials and products, and reduction of waste to the maximum extent practicable.
- 10.5 Acknowledge that changing weather and climate patterns will impact the human, natural, and built environments and plan for impacts such as increased wildfire, flooding and sea-level rise.
- 10.6 Protect and restore natural ecosystems, such as, forests, prairies, wetlands, surface and groundwater resources, that provide habitat for aquatic and terrestrial plants and animals.
- 10.7 Provide for public access to natural resource lands, while ensuring that uses and economic activity which are allowed within those lands are sustainable.
- 10.8 Provide for parks and open space and maintain significant wildlife habitat and corridors.
- 10.9 Where outdoor lighting is necessary, design the lighting to minimize the light pollution.

## Appendix B: County-Wide Planning Policies

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

*(August 10, 1992, Adopted September 8, 1992, Amended July 1, 2002, Amended November 10, 2015)*

- 11.1. Process to determine and assure sufficiency of Urban Growth Areas to permit projected urban population:
  - a. The state Office of Financial Management (OFM) growth management planning population projections for Thurston County will be used as the range of population to be accommodated for the coming 20 years.
  - b. Within the overall framework of the OFM population projections for the County, Thurston Regional Planning Council will develop countywide and smaller area population projections, pursuant to RCW 36.70A.110 and based on current adopted plans, zoning and environmental regulations and buildout trends.
  - c. A review and evaluation program pursuant to RCW 36.70A.215 (“Buildable Lands Program”) will be established. The evaluation and subsequent updates required under the Buildable Lands Program will follow timelines in the RCWs, subject to availability of State funding. This evaluation may be combined with the review and evaluation of county and city comprehensive land use plans and development regulations required by RCW 36.70A.130 (1), and the review of urban growth areas required by RCW 36.70A.130(3).
    - i. In the event of a dispute among jurisdictions relating to inconsistencies in collection and analysis of data, the affected jurisdictions shall meet and discuss methods of resolving the dispute.
    - ii. Nothing in this policy shall be construed to alter the land use power of any Thurston County jurisdiction under established law.
    - iii. Because inclusion of this policy is as a result of state mandated legislation, implementation of this policy shall be commensurate with state funding.
  - d. The Thurston Regional Planning Council will review the smaller area population projections to assure that the 20-year population is accommodated county-wide, and that urban growth areas are of sufficient area and densities to permit the projected urban population.

## Appendix B: County-Wide Planning Policies

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- 11.2 These county-wide policies will be reviewed upon the request of four jurisdictions.
- 11.3 Under the State Growth Management Act, authority for making changes to County-Wide Planning Policies (CWPPs) lies with Counties. The State Growth Management Act also states that counties are required to consult with the cities and towns within its borders regarding changes to the CWPPs. It is the role of the Thurston Regional Planning Council Urban Growth Management (UGM) Subcommittee to be the vehicle for this jurisdictional consultation process in Thurston County. Amendments to the Thurston County County-Wide Planning Policies must use the following process:
  - a. Proposed amendments are to be reviewed by the UGM Subcommittee, which consists of a representative from the City Council of each of the cities and towns in Thurston County and a representative from the Board of County Commissioners.
  - b. Technical assistance will be provided to the UGM Subcommittee by jurisdictional Planning Directors or their designated representatives.
  - c. It is the responsibility of the UGM Subcommittee members to coordinate with their respective Councils regarding amendments to the CWPPs and to do so prior to the UGM Subcommittee making its recommendation on the amendments to the Board of County Commissioners.
  - d. The UGM Subcommittee will make a recommendation on the amendments to the CWPPs directly to the Board of County Commissioners.
  - e. The Board of County Commissioners will hold a public hearing on the amendments to the CWPPs. This public hearing would allow Cities and Towns within Thurston County an opportunity to comment directly to the Board of County Commissioners on the amendments.

**Appendix C: Sustainable Thurston Goals and Actions**

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# Creating Places Preserving Spaces

A Sustainable Development Plan  
for the Thurston Region

December 2013



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**“A livable community must be both equitable and affordable. ...In order for our neighborhoods to thrive, our regions to grow, and our nation to prosper, we must support communities that provide opportunities for people of all ages, incomes, races and ethnicities to live, work, learn, and play together.”**

- Secretary Shaun Donovan, U.S. Department of Housing and Urban Development

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### THURSTON REGIONAL PLANNING COUNCIL

(TRPC) is a 22-member intergovernmental board made up of local governmental jurisdictions within Thurston County, plus the Confederated Tribes of the Chehalis Reservation and the Nisqually Indian Tribe. The Council was established in 1967 under RCW 36.70.060, which authorized creation of regional planning councils.

TRPC's mission is to **"Provide Visionary Leadership on Regional Plans, Policies, and Issues."**

#### To Support this Mission:

- A) Support **regional transportation** planning consistent with state and federal funding requirements.
- B) Address **growth management, environmental quality, economic opportunity**, and other topics determined by the Council.
- C) **Assemble** and **analyze** data that support local and regional decision making
- D) Act as a **"convener"** to build regional consensus on issues through information and citizen involvement.
- E) Build **intergovernmental consensus** on regional plans, policies, and issues, and advocate local implementation.

This report was prepared as part of the Thurston Regional Planning Council's 2013 regional work program.

## Thurston Regional Planning Council

Governmental Jurisdiction	Name of 2013 Representative
City of Lacey	Virgil Clarkson, Mayor
City of Olympia	Nathaniel Jones, Councilmember
City of Rainier	Dennis McVey, Councilmember
City of Tenino	Bret Brodersen, Councilmember
City of Tumwater	Tom Oliva, Councilmember
City of Yelm	Robert Isom, Councilmember
Confederated Tribes of the Chehalis Reservation	Amy Loudermilk, staff
Nisqually Indian Tribe	Willie Frank, Tribal Councilmember James Slape, Jr., Tribal Councilmember
Town of Bucoda	Alan Vanell, Councilmember
Thurston County	Sandra Romero, County Commissioner
North Thurston Public Schools	Chuck Namit, School Board Member
Olympia School District	Allen Miller, School Board Member
Intercity Transit	Karen Valenzuela, Authority Member
LOTT Clean Water Alliance	Cynthia Pratt, Board Member
Port of Olympia	George Barner, Port Commissioner
PUD No. 1 of Thurston County	Chris Stearns, PUD Commissioner
<b>Associate Members</b>	
Economic Development Council of Thurston County	Michael Cade, Executive Director
Lacey Fire District #3	Gene Dobry, Commissioner
Puget Sound Regional Council	vacant
TCOMM9-1-1	Ed Hildreth, Board member
Timberland Regional Library	Jeff Kleingartner, Communications Manager
The Evergreen State College	Jeanne Rynne, Director of Facilities Services

**CHAIR**  
Sandra Romero

**VICE CHAIR**  
Virgil Clarkson

**SECRETARY**  
Tom Oliva

Lon D. Wyrick, Executive Director







## Sustainable Thurston Task Force

<b>SUSTAINABLE THURSTON TASK FORCE</b>	<b>MEMBER</b>	<b>ALTERNATE</b>
Bucoda	Alan Vanell	
Housing Authority of Thurston County	Theresa Slusher	Chris Lowell
Intercity Transit	Karen Messmer	Ryan Warner
Lacey	Jeff Gadman	Ron Lawson
Olympia	Stephen Buxbaum	Nathaniel Jones
Rainier	Dennis McVey	
Tenino	Wayne Fournier Dawna Kelley-Donahue (2012)	Dave Watterson
Thurston County	Karen Valenzuela	Sandra Romero
Transportation Policy Board	Andy Ryder	Doug DeForest
Tumwater	Tom Oliva	Joan Cathey
WA State Dept of Commerce	Janet Rogerson	Heather Ballash
WA State Dept of Enterprise Services	Michael Van Gelder	Ann Sweeney
Yelm	Bob Isom	
<b>PANEL CHAIRPERSONS</b>	<b>MEMBER</b>	<b>ALTERNATE</b>
Blue Ribbon Economic Development Panel	Heber Kennedy	Michael Cade
Health and Human Services Panel	Dennis Mahar	John Masterson
Housing Panel	Doug DeForest	Tim Seth
Local Food Systems Panel	Robert Coit	
Public Outreach and Education Panel	Jackie Barrett Sharar	Cynthia Stewart
Public Safety Panel	Jim Quackenbush	Brian VanCamp
N. County Schools and Transportation Panel	Joan Cathey	Cynthia Pratt
S. County Schools and Transportation Panel	Bret Brodersen	
Water Infrastructure Panel	Chris Stearns	
Energy Work Group	Graeme Sackrison	Ramsey Zimmerman





*The Deschutes River winds its way through Tumwater.*

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<b>Introduction .....</b>	<b>1</b>
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This chapter states the Thurston Region’s sustainable development vision, as well as 12 priority goals and targets for achieving them. The chapter also lays out the region’s foundational principles and introduces the Thurston Sustainability Wheel.

<b>Priority Goals, Targets &amp; Action Steps .....</b>	<b>11</b>
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This chapter provides context about the Plan’s 12 priority goals and targets.

<b>Process &amp; Engagement.....</b>	<b>27</b>
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This chapter tells the story of how the Sustainable Thurston project started a community conversation that will continue into the future and encourage collaboration. The chapter also includes a chart of process and product organization, as well as a discussion of the public process and results.

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This chapter shows how achieving the Plan’s bold vision, goals, and targets will require significant, sustained public- and private-sector leadership and participation. The chapter lists challenges and opportunities, and general goals and actions related to community leadership and participation.





## **Community ..... 49**

This chapter describes how the places we create and spaces we preserve reflect the values of our diverse and dynamic community. The chapter — which details the region’s baseline future and preferred land-use vision — also describes how we can give urban residents greater access to a full range of housing and transportation options, as well as protect rural lifestyle choices and resource lands, in coming decades. The chapter concludes with analyses of challenges and opportunities and descriptions of general goals and sustainability outcomes for the following topics: **North County — Urban Corridors & Centers; South County — City/Town Centers; Neighborhoods; and, Rural & Resource Lands.**

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This chapter shows how the Thurston Region can grow a sustainable economy that creates jobs, protects people, and preserves healthy ecosystems. The chapter concludes with analyses of challenges and opportunities and descriptions of general goals and sustainability outcomes for the following topics: **Coordinated & Efficient Governance; Sector Diversity; Innovation Climate; Physical Infrastructure; Adequate Employment Lands Supply; and, Progressive Education Center.**

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This chapter describes how reinvestment in existing places rather than expanded investment in new infrastructure to outlying, low-density areas will create long-term financial resiliency and stability for our community. The chapter concludes with analyses of challenges and opportunities and descriptions of general goals and sustainability outcomes for the following topics: **Water Infrastructure; Energy; Public Safety; and, Solid Waste.**

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This chapter shows how, in coming decades, the Thurston Region can sustain the natural environment by protecting water quality and quantity and reducing emissions that contribute to air pollution and climate change. The chapter concludes with analyses of challenges and opportunities and descriptions of general goals and sustainability outcomes for the following topics: **Air Quality; Climate Change; and, Water Quality & Quantity.**

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- Panel Members and Contributors
- Thurston Regional Planning Council Staff
- Action Table Definitions
- Action Leads and Partners
- Endnotes



*View of South County from Tumwater Hill.*

# Executive Summary

## Sustainable Thurston ... A community conversation

The Sustainable Thurston project began in early 2011 with a simple question for the Thurston Region's quarter-million residents: *How do you want your community to look, function, and feel in 2035?*

Online and in person, thousands of people considered the challenges and opportunities of growth from an economic, environmental, and social sustainability perspective. Just as important, these engaged residents helped the Sustainable Thurston Task Force craft a regional vision of sustainable development that encompasses land use, housing, energy, transportation, food, health, and other interconnected issues.





Sustainable Thurston's flagship document, *Creating Places — Preserving Spaces: A Sustainable Development Plan for the Thurston Region*, is as comprehensive as it is ambitious. It aims, no less, to integrate sustainability into all regional decision-making to achieve a healthy economy, society, and environment.

The Plan begins by establishing a definition of sustainability and crafting a dozen foundational principles around six elements: Leadership & Participation, Community, Investment, Economy, Opportunities & Choices, and Environment.

A sustainable community will enhance quality of life, foster economic vitality, and protect the environment while balancing our needs today with those of future residents.

*Definition of Sustainability for the Thurston Region*

A bold vision statement establishes a clear direction for the region during the next quarter-century:




*In one generation — through innovation and leadership — the Thurston Region will become a model for sustainability and livability. We will consume less energy, water, and land, produce less waste, and achieve carbon neutrality. We will lead in doing more while consuming less. Through efficiency, coupled with strategic investments, we will support a robust economy. Our actions will enhance an excellent education system, cultivate a healthy environment, and foster an inclusive and equitable social environment that remains affordable and livable. We will view every decision at the local and regional level through the sustainability lens. We will think in generations, not years. The region will work together toward common goals, putting people in the center of our thinking, and inspire individual responsibility and leadership in our residents.*

Making the vision a reality will require tough decisions and significant time and resources over the long term. So why change? The Thurston Region is already a great place — innovative, inclusive, attractive, and affordable. The answer is that doing nothing still comes with costs. Current local land-use plans and trends would result in the following outcomes by 2035:






- Losing 32 percent of farmlands to urbanization — about 15,600 acres
- Losing 10 percent of forest lands to urbanization — about 19,300 acres
- Sending 13 percent of growth into the rural areas, contributing to the loss of forests, farmlands, and prairies
- Difficulty creating vibrant urban and town centers that attract innovative businesses and residents
- Difficulty conserving and protecting water to sustain people and the environment
- Difficulty meeting Washington State’s vehicle miles traveled and greenhouse gas reduction targets





## A course correction

Business-as-usual puts us on an unsustainable trajectory. To change course and realize the vision, *Creating Places — Preserving Spaces* sets a dozen priority goals and targets and recommends roughly 300 discrete actions related to 10 quality-of-life topics.

	Priority Goal	Target	First Action Steps
	Create vibrant centers, corridors, and neighborhoods while accommodating growth.	By 2035, 72 percent of all (new and existing) households in our cities, towns, and unincorporated growth areas will be within a half-mile (comparable to a 20-minute walk) of an urban center, corridor, or neighborhood center with access to goods and services to meet some of their daily needs.	Rethink our existing land-use zoning and regulations in the urban areas to allow for greater mix of uses and densities to support efficient provision of services. Identify priority areas, begin neighborhood-level planning to create clarity about design, mix of uses, and density, and take actions. Find resources for continuing the community conversation about land-use and zoning changes.
	Preserve environmentally sensitive lands, farmlands, forest lands, prairies, and rural lands and develop compact urban areas.	Between 2010 and 2035, no more than 5 percent of new housing will locate in the rural areas, and 95 percent will be within cities, towns, unincorporated growth areas, and tribal reservations. Rural areas are defined as outside of the cities, towns, unincorporated urban growth areas and tribal reservations.	To better understand rural land uses, create and prioritize an inventory of farmlands, forestlands, prairies, and other critical habitats that may be at risk due to development pressure.  Take appropriate steps (e.g., incentives, support agricultural economy, purchase or transfer of development rights, rural zoning changes) to achieve goals.
	Create a robust economy through sustainable practices.	The Economic Development Council will develop a Sustainable Economy Index. The “Index” will identify what to measure in order to track progress toward a robust sustainable economy. A target can be developed from the index after it is monitored for several years.	Implement the Sustainable Economy actions.

## Executive Summary

	Priority Goal	Target	First Action Steps
	Protect and improve water quality, including groundwater, rivers, streams, lakes, and Puget Sound.	Protect small stream basins that are currently ranked as “Intact” or “Sensitive”. Improve and restore as many as possible “Impacted” stream basins.	To preserve the stream basins that still have the opportunity to function properly, conduct watershed-based land-use planning (i.e., basin plans). Focus on those areas that may be at risk of degradation under current plans and development regulations. Implement adopted plans.
	Plan and act toward zero waste in the region.	Reduce per capita landfill waste by 32 percent by 2035 to achieve no net increase in landfill waste compared to 2010 in Thurston County.	Maintain a rate structure that will incentivize waste prevention, as well as implement policy and support programs.
	Ensure that residents have the resources to meet their daily needs.	By 2035, less than 10 percent of total households in Thurston County will be cost-burdened; less than 5 percent will be severely cost-burdened.	To become more strategic in managing scarce social service resources, create a single governing entity to ensure a coordinated and streamlined approach to social service planning and funding in Thurston County.
	Support a local food system to increase community resilience, health, and economic prosperity.	To be determined after development of a local food systems plan.	Find resources to create a local food systems plan, and support development of a regional food policy council.
	Ensure that the region’s water supply sustains people in perpetuity while protecting the environment.	Reduce per capita water use by 33 percent by 2035 to achieve no net increase in water use in Thurston County.	Find resources to create a water systems plan that explores ways to manage water resources in the Thurston Region more holistically.

	Priority Goal	Target	First Action Steps
	Move toward a carbon-neutral community.	Become a carbon-neutral community by 2050. Supporting target: Achieve a 25 percent reduction of 1990 greenhouse gas emissions by 2020.	Find resources to create a Thurston Region climate action plan.
	Maintain air quality standards.	Continue to meet state and federal air quality standards. <ul style="list-style-type: none"> <li>• PM<sub>10</sub>: 150 micrograms per cubic meter of air (µg/m<sup>3</sup>), 24-hour average [state and federal primary/secondary standards];</li> <li>• PM<sub>2.5</sub>: 12 µg/m<sup>3</sup>, annual average [federal primary/secondary standards];</li> <li>• Ozone: 0.075 parts per million (ppm), 8-hour average [federal primary/secondary standards].</li> </ul>	Continue to focus on reducing vehicle miles traveled and improving operational efficiency of the transportation network (e.g., “Smart Corridors” — see Environment chapter).
	Provide opportunities for everyone in the Thurston Region to learn about and practice sustainability.	Integrate education on sustainability and sustainable practices into K-12 curricula, as well as planner’s short courses, workshops, professional training, and other educational opportunities.	Find resources to ensure continued focus on sustainability actions, education, and coordination.
	Make strategic decisions and investments to advance sustainability regionally.	Create and adopt sustainability checklists for use in all local decision making processes by 2016.	Develop a generic checklist for modification and use by local jurisdictions. Use the list when making decisions such as funding allocations, comprehensive plan amendments, and capital facilities investments.

So what would we get? The Sustainable Thurston Task Force's Preferred Land-Use Scenario, which assumes we achieve the priority targets, would result in the following measureable outcomes in 2035:

- 95 percent of growth locating in areas designated for urban growth
- \$1.6 billion savings in road, water, sewer, and other related infrastructure costs to support residential development
- 16 percent reduction of 1990 levels of vehicle miles traveled based on land-use changes
- 43 percent of the population living within a quarter-mile of transit service
- 72 percent of urban households living within a half-mile of goods and services
- 33 percent reduction in land consumption
- 21 percent decrease in total residential water consumption
- 11 percent decrease in total residential energy consumption
- No net loss of forestlands
- No net loss of rural farmlands
- 34 percent reduction in new impervious area in protected stream basins
- 31 percent reduction in new impervious area in sensitive stream basins

- 38 percent reduction in carbon dioxide emissions per household, leading to a 10 percent reduction in total CO<sub>2</sub> from residential uses compared to 2010 which will contribute to meeting our greenhouse gas reduction target. (see priority goals for CO<sub>2</sub> emissions from all sources)

### A shared future

The general goals and actions that conclude each of the six core chapters show us how to achieve our sustainability vision, who must be involved and when. What we would get is a more economically, environmentally, and socially sustainable future.



Actions that conclude the **Economy** chapter would coordinate economic development efforts, foster industry clusters, and diversify the region's employment base. Changing how we use land would be good for business, too.

Actions that conclude the **Community** chapter would create vital city and town centers that attract artists, entrepreneurs, and other members of the “creative class,” as well as increase active transportation and affordable and accessible housing choices in close-in neighborhoods. Additional actions would transition auto-oriented transit corridors into a more walkable urban form and preserve rural lifestyles in the countryside.

Actions in the **Opportunities & Choices** chapter would create “complete” communities by tying together some of the aforementioned transportation, housing, and economic development issues with health and human services, local food systems, and access to schools. Such communities have efficient and equitable access to healthy food, quality schools, parks, and other opportunities.

Actions in the **Investment** chapter would maximize the use of existing public infrastructure and assets and prioritize and leverage future investments. Municipalities would deliver water, sewer, solid waste, public safety, transportation, and communications services in a more

cost-effective manner and champion energy efficiency and renewable energy strategies that bolster energy independence and economic stability. The **Environment** chapter builds upon these actions to improve local air and water quality and mitigate global climate change.

The **Leadership & Participation** chapter ties the core chapters together and underscores the maxim “think regionally — act locally.” The chapter lists the first action steps we must take to achieve our priority goals and hit our sustainability targets. Such steps include reinvesting in our communities, prioritizing and protecting farms, forests and other lands facing development pressure, as well as drafting comprehensive climate action, water, and food systems plans.

Success will require sustained and widespread commitment. At the household level, this means individuals integrating sustainability actions into their life and influencing neighbors. At the government level, it means municipalities integrating sustainability actions into their comprehensive plan and coordinating regionally to bring about greater change.

Want to learn more about access to housing, services, and other opportunities in the region? Read the companion *Fair Housing Equity Assessment* and *Regional Housing Plan* at [www.sustainablethurston.org](http://www.sustainablethurston.org).



# Introduction

**T**he Thurston Region is the economic and cultural heart of South Puget Sound. Government, education, health care, manufacturing, and service sectors fuel our economy. Ports, freeways, and railroads move our goods, and leafy neighborhoods, urban centers, and open spaces provide us places to live, work, and play. But it's our people — our progressiveness and inclusiveness — that make our growing community attractive to new residents and adaptive to new ideas. The choices we make today will shape our community's economic, environmental, and social sustainability in the coming decades.

A sustainable community will enhance quality of life, foster economic vitality, and protect the environment while balancing our needs today with those of future residents.

*Definition of Sustainability for the Thurston Region*

Our region's wants and needs are changing. The share of the population age 65 and older is projected to grow from 12 percent today to 19 percent by 2035. An increasing number of young people are foregoing or delaying marriage and parenthood. New high school and college graduates are





substituting shiny cars for smart phones and seeking out urban areas instead of suburbs. We are a moderate-sized community — some 250,000 people call our region home. If we continue to grow at the rate we have in the past, our population will increase by about 120,000 people by 2035.

What sort of homes will we need in the future? Will we be nimble and responsive to our changing needs? What jobs will we have, and how will we get to them? Where will we shop, recreate, and interact with each other? And, how will we preserve and protect our streams, skies, forests, farms, and prairies — the natural capital that makes the region special?




Change comes with many challenges and opportunities. This ambitious plan — the first of its kind in the region's history — seeks to address those challenges and opportunities in a comprehensive way. Put simply, the purpose of the plan, *Creating Places – Preserving Spaces: A Sustainable Development Plan for the Thurston Region*, is to identify the actions needed to integrate sustainability into all regional decision-making to achieve a healthy economy, society, and environment.






## The Sustainable Thurston Vision:





*In one generation — through innovation and leadership — the Thurston Region will become a model for sustainability and livability. We will consume less energy, water, and land, produce less waste, and achieve carbon neutrality. We will lead in doing more while consuming less. Through efficiency, coupled with strategic investments, we will support a robust economy. Our actions will enhance an excellent education system, cultivate a healthy environment, and foster an inclusive and equitable social environment that remains affordable and livable. We will view every decision at the local and regional level through the sustainability lens. We will think in generations, not years. The region will work together toward common goals, putting people in the center of our thinking, and inspire individual responsibility and leadership in our residents.*

**The Priority Goals, Targets and Action Steps:** To measure progress toward achieving the vision, the Sustainable Thurston Task Force identified the following priority goals and targets. These goals and targets represent the cumulative effects of the broad range of actions outlined in the Plan. The first two priority goals and targets (the land-use goals) are essential to achieving the other goals and targets.

Sustainability is a balance of quality of life, economic vitality, and environmental health. The priority goals and targets measure this balance. If progress is not made on all of the goals, the *balance* is not achieved, and additional actions must be taken.

	Priority Goal	Target	First Action Steps
	Create vibrant centers, corridors, and neighborhoods while accommodating growth.	By 2035, 72 percent of all (new and existing) households in our cities, towns, and unincorporated growth areas will be within a half-mile (comparable to a 20-minute walk) of an urban center, corridor, or neighborhood center with access to goods and services to meet some of their daily needs.	Rethink our existing land-use zoning and regulations in the urban areas to allow for greater mix of uses and densities to support efficient provision of services. Identify priority areas, begin neighborhood-level planning to create clarity about design, mix of uses, and density, and take actions. Find resources for continuing the community conversation about land-use and zoning changes.
	Preserve environmentally sensitive lands, farmlands, forest lands, prairies, and rural lands and develop compact urban areas.	Between 2010 and 2035, no more than 5 percent of new housing will locate in the rural areas, and 95 percent will be within cities, towns, unincorporated growth areas, and tribal reservations. Rural areas are defined as outside of the cities, towns, unincorporated urban growth areas and tribal reservations.	To better understand rural land uses, create and prioritize an inventory of farmlands, forestlands, prairies, and other critical habitats that may be at risk due to development pressure.  Take appropriate steps (e.g., incentives, support agricultural economy, purchase or transfer of development rights, rural zoning changes) to achieve goals.
	Create a robust economy through sustainable practices.	The Economic Development Council will develop a Sustainable Economy Index. The “Index” will identify what to measure in order to track progress toward a robust sustainable economy. A target can be developed from the index after it is monitored for several years.	Implement the Sustainable Economy actions.

	Priority Goal	Target	First Action Steps
	Protect and improve water quality, including groundwater, rivers, streams, lakes, and Puget Sound.	Protect small stream basins that are currently ranked as “Intact” or “Sensitive”. Improve and restore as many as possible “Impacted” stream basins.	To preserve the stream basins that still have the opportunity to function properly, conduct watershed-based land-use planning (i.e., basin plans). Focus on those areas that may be at risk of degradation under current plans and development regulations. Implement adopted plans.
	Plan and act toward zero waste in the region.	Reduce per capita landfill waste by 32 percent by 2035 to achieve no net increase in landfill waste compared to 2010 in Thurston County.	Maintain a rate structure that will incentivize waste prevention, as well as implement policy and support programs.
	Ensure that residents have the resources to meet their daily needs.	By 2035, less than 10 percent of total households in Thurston County will be cost-burdened; less than 5 percent will be severely cost-burdened.	To become more strategic in managing scarce social service resources, create a single governing entity to ensure a coordinated and streamlined approach to social service planning and funding in Thurston County.
	Support a local food system to increase community resilience, health, and economic prosperity.	To be determined after development of a local food systems plan.	Find resources to create a local food systems plan, and support development of a regional food policy council.
	Ensure that the region's water supply sustains people in perpetuity while protecting the environment.	Reduce per capita water use by 33 percent by 2035 to achieve no net increase in water use in Thurston County.	Find resources to create a water systems plan that explores ways to manage water resources in the Thurston Region more holistically.

	Priority Goal	Target	First Action Steps
	Move toward a carbon-neutral community.	Become a carbon-neutral community by 2050. Supporting target: Achieve a 45 percent reduction of 1990 greenhouse gas emissions by 2035.	Find resources to create a Thurston Region climate action plan.
	Maintain air quality standards.	Continue to meet state and federal air quality standards. <ul style="list-style-type: none"> <li>PM<sub>10</sub>: 150 micrograms per cubic meter of air (µg/m<sup>3</sup>), 24-hour average [state and federal primary/secondary standards];</li> <li>PM<sub>2.5</sub>: 12 µg/m<sup>3</sup>, annual average [federal primary/secondary standards];</li> <li>Ozone: 0.075 parts per million (ppm), 8-hour average [federal primary/secondary standards].</li> </ul>	Continue to focus on reducing vehicle miles traveled and improving operational efficiency of the transportation network (e.g., “Smart Corridors” — see Environment chapter).
	Provide opportunities for everyone in the Thurston Region to learn about and practice sustainability.	Integrate education on sustainability and sustainable practices into K-12 curricula, as well as planner’s short courses, workshops, professional training, and other educational opportunities.	Find resources to ensure continued focus on sustainability actions, education, and coordination.
	Make strategic decisions and investments to advance sustainability regionally.	Create and adopt sustainability checklists for use in all local decision making processes by 2016.	Develop a generic checklist for modification and use by local jurisdictions. Use the list when making decisions such as funding allocations, comprehensive plan amendments, and capital facilities investments.

## Foundational Principles & Policies:

To support the Sustainable Thurston vision, the Plan establishes 10 foundational principles and related policies, developed using input from expert panels, engaged residents, surveys, and the best information available. Together, these principles and policies articulate the region's definition of sustainability:

***Enhance quality of life, foster economic vitality, and protect the environment while balancing our needs today with those of future residents.***

## Sustainable Thurston

Enhance Quality of Life — Foster Economic Vitality — Protect the Environment

### Ten Foundational Principles

#### The Thurston Region will:

- Balance our needs today with those of future residents to protect and enhance quality of life.
- Champion a diverse economy and job opportunities that support community and household resilience, health, and well-being.
- Meet basic human needs of clean water and air, healthy food, adequate housing, quality education, public safety, and equal access, regardless of socio-economic status.
- Offer engagement opportunities and information, encouraging choices that contribute to individual, household, and community health and well-being.
- Protect the natural environment while acknowledging the interdependence of a healthy environment and healthy economy.
- Take action to conserve resources, increase use of renewable resources and decrease dependence on non-renewable resources.
- Preserve the unique identities of existing urban, suburban, and rural communities in a way that protects what matters most and improves what can be better.
- Acknowledge interdependence of communities within — and external to — our region; recognize impacts of our region upon the world, and impacts of the world upon our region.
- Foster open communication and transparent processes that encourage community-wide participation.
- Support local decision-making, while encouraging regional and cross-jurisdictional coordination, communication, and cooperation that increases our capacity to make decisions for the common good across jurisdiction boundaries.

The following Foundational Policies identify the six elements of the Sustainable Thurston plan and articulate what will be done to achieve a more sustainable Thurston Region. This Sustainable Thurston plan is organized using these six elements.

### Foundational Policies:

#### Community

- Build and maintain distinct communities.
- Preserve and enhance the character and identity of existing urban, suburban, and rural communities while offering additional opportunities.
- Add cultural, social, and recreational opportunities in appropriate places and at a scale that supports community health and well-being.
- Support education, employment, and commercial opportunities that support community health and well-being.
- Respond and adapt to future social, economic, and environmental challenges.

#### Investment

- Maximize the use of existing infrastructure and assets. Leverage the value of these in building vital, healthy, and economically viable communities.

- Make public investments that further multiple community goals, target identified priorities, and leverage additional investment.
- Consider both economies of scale and long-term maintenance cost when investing in infrastructure.
- Provide and maintain municipal services (water, sewer, solid waste, public safety, transportation, and communication networks) in a sustainable and cost-effective manner.
- Champion energy efficiency and renewable energy strategies that contribute to energy independence, economic stability, reduced climate impacts, and long-term household and community health.

#### Economy

- Create an economy that is diverse, can adapt to changing conditions, takes advantage of new opportunities and supports creativity, arts, and culture.
- Acknowledge and look for opportunities to engage with regional economic drivers such as state government, the Port of Olympia, and Joint Base Lewis-McChord.
- Build a vital economy by offering opportunities for education and entrepreneurial endeavors.
- Provide opportunities for a range of business types to succeed.

- Emphasize policies that support locally owned businesses including home-based, entrepreneurial, and nonprofit business and organizations.
- Nurture urban and rural agricultural and food-oriented businesses. Protect resource lands.
- Connect economic health with personal health and well-being and the advancement of environmental health.
- Add incentives for business to demonstrate their environmental sustainability including reduction in greenhouse gas emissions.

### Opportunities and Choices

- Increase housing and transportation choices to support all ranges of lifestyles, household incomes, abilities, and ages.
- Increase opportunities for riding transit, biking, walking, ridesharing, allowing and encouraging flexible work schedules, and teleworking.
- Encourage development of local services for food, clothing, and other basic human needs.

### Natural Environment

- Protect the soil, air, surface water, and groundwater quality through reducing dependence on chemicals and products that pollute and, when their use is necessary, minimizing releases to the environment.
- Ensure adequate clean water is available to support household and commercial needs while sustaining ecological systems through conservation, balancing of uses, and reuse.
- Protect our natural resources and habitat while providing for public access and sustainable uses and economic activity (forests, prairies, wetlands, surface and groundwater resources, and aquatic and terrestrial plants and animals).
- Reduce the effects of the built environment on the natural environment through land-use and transportation plans and actions that encourage compact development, retrofit existing infrastructure to reduce impacts, and reduce energy consumption and reliance on nonrenewable energy sources.
- Acknowledge that changing weather and climate patterns will impact the human, natural, and built environments and plan for impacts such as increased flooding and sea-level rise.



### Participation

- Cultivate respectful civic engagement and participation by residents, public, private, and nonprofit businesses and organizations.
- Develop new ways to cultivate and support respectful civic engagement and participation.
- Think broadly, regionally and globally.
- Partner across topic areas and jurisdictional boundaries.
- Break down institutional barriers to communication and cooperation.

### Leadership

- Translate vision to policy.
- Act on adopted local plans and policies.
- Consider the effects of decisions on achieving this vision.
- Think regionally — and globally, act locally.
- Balance individual property rights with broader community needs and goals.
- Use meaningful, easy-to-understand methods to measure progress on key objectives.
- Monitor progress and shift course when necessary.

**Implementing the Plan:** We will implement this regional Plan with each jurisdiction determining what will work best in its unique community. The actions represent a menu of options for local, state, private-sector, and nonprofit partners. Some actions are underway and can be expanded; others will be new for our region. It will take all of the partners — acting locally, collaborating regionally, engaging residents and sustaining efforts over time — to achieve the vision.



*Downtown Olympia is the region's cultural heart.*



## The Thurston Sustainability Wheel

Think of the Plan's structure as a circle — or a wheel. The center represents the economically, socially, and environmentally sustainable community described in the vision statement. The innermost ring expresses the six elements described in the foundational principles and policies. The icons in the next ring symbolize the 12 priority goals and targets. The outer ring represents the many actions necessary to achieve the goals, targets and vision. While every action is important to achieving the central vision, some will help the region achieve multiple goals and targets.



# Priority Goals, Targets & Action Steps

To measure progress toward achieving the vision, the Sustainable Thurston Task Force identified priority goals, targets, and first action steps. The 12 priority goals are broad and interconnected — ranging from creating a robust economy to supporting a local food system — with economic, social, and environmental implications. Achieving one goal helps the region achieve others. For example, protecting air and water quality will help the region attract and keep employers.



Achieving each of the 12 priority goals will help support the three elements of sustainability: economy, society and environment. The table below shows how the priority goals are integral to providing either primary or secondary support to each sustainability element.

Priority Goal		Economy	Social	Environment	Priority Goal		Economy	Social	Environment
1	 Centers and Corridors	P	P	P	7	 Food Systems	P	P	S
2	 Preserve Environment	P	P	P	8	 Water Supply	P	P	P
3	 Robust Economy	P	P	S	9	 Carbon Neutrality	S	P	P
4	 Water Quality	P	P	P	10	 Air Quality	S	P	P
5	 Zero Waste	S	S	P	11	 Sustainability Education	S	P	S
6	 Basic Needs	P	P	S	12	 Strategic Decisions	P	P	P
P= Primary S= Secondary									

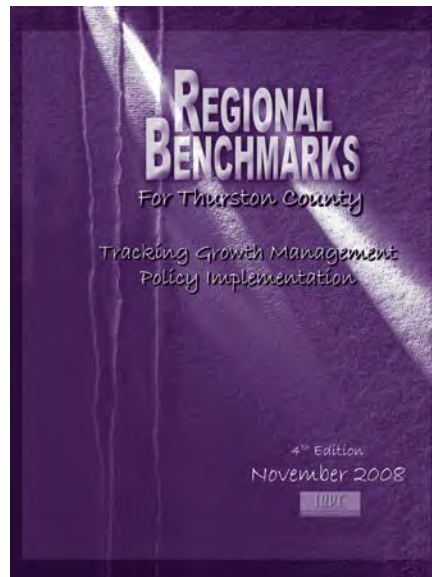
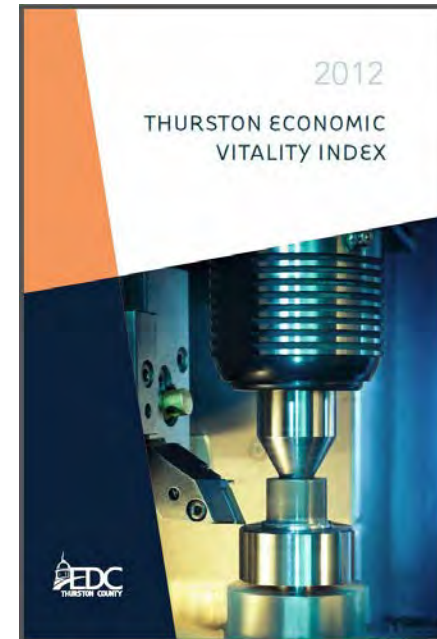
## Priority Goals, Targets & Action Steps

Over time, local jurisdictions and their partners will develop and monitor more specific objectives and measures. For instance, the Thurston County Board of Health's Thurston Thrives initiative is already developing an action agenda and measures around community health (see *Opportunities & Choices* chapter.)

The Thurston Economic Development Council is developing a Sustainable Economy index, which will use measurements relating to the six goals in the Economy chapter. This index will be a companion to the Thurston Economic Vitality Index.

The Thurston Regional Planning Council — which will monitor regional progress in achieving the broad slate of sustainability goals — will update its Regional Benchmarks for Thurston County report to include the Priority Goals & Targets to ensure regular and consistent monitoring.

TRPC will also continue to monitor a range of land-use, housing, transportation, and environmental indicators.





## Create vibrant centers, corridors, and neighborhoods while accommodating growth.

Creating places will support equal access to quality education, services, amenities, and infrastructure, as well as attract and retain employers and residents who desire an active urban environment.

### TARGET

By 2035, 72 percent of all (new and existing) households in our cities, towns, and unincorporated growth areas will be within a half-mile (comparable to a 20-minute walk) of an urban center, corridor, or neighborhood center with access to goods and services to meet some of their daily needs.

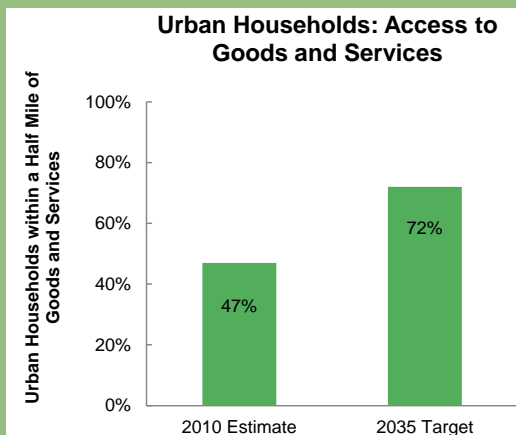
### How meeting the target will achieve the goal:

Creating vibrant centers and corridors where people can live, work, shop and play, and creating neighborhood centers where people can meet some of their daily needs, are the foundation of our urban land-use vision. Walkable urban places should contain all five of these elements:

- People or activity — both residents and employers
- Proximity — places that are interesting near where people live
- Physical Form — great design
- Public Amenities — investment in street design, public buildings, transit, and parks
- Parking Policy — parking sized and designed to support walkable urban areas

Meeting the target will result in urban areas that have a greater mix of housing and commercial activity, and urban densities that support services and businesses. The other components of vital urban places are less quantifiable.

**First Action Steps:** Rethink our existing land-use zoning and regulations in the urban areas to allow for a greater mix of uses and densities to support efficient provision of services. Identify priority areas, and begin neighborhood-level planning to create clarity about design, mix of uses, and density and take actions. Find resources for continuing the community conversation about land-use and zoning changes.



Source of data for monitoring: Thurston Regional Planning Council data program. Available annually at the neighborhood level.



## Priority Goals, Targets &amp; Action Steps



## Preserve environmentally sensitive lands, farmlands, forest lands, prairies, and rural lands and develop compact urban areas.

Preserving spaces will result in multiple outcomes, including maintaining viable local food, farm, and forest economies, protecting the environment, as well as using land in urban areas efficiently and effectively for residential, commercial, and industrial uses while preserving open space.

### TARGET

Between 2010 and 2035, no more than 5 percent of new housing will locate in the rural areas, and 95 percent will be within cities, towns, unincorporated growth areas, and tribal reservations. Rural areas include land outside of the cities, towns, unincorporated urban growth areas and tribal reservations.

**Supporting target:** No net loss of farmlands, forest lands, prairie habitats (in addition to environmentally critical areas that are currently protected) while providing for a range of densities within rural Thurston County.

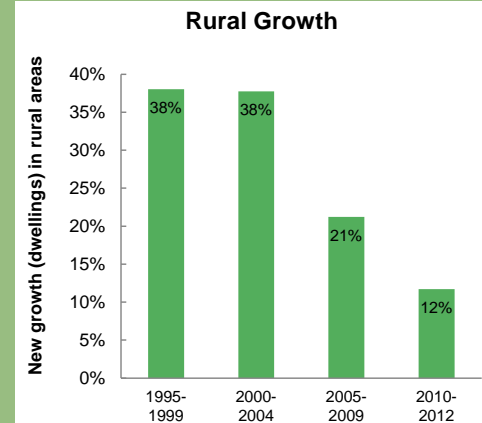
### How meeting the target will achieve the goal:

Preserving Thurston County's rural character is dependent on guiding residential growth into the urban areas where households will have greater access to goods and efficiently provided services.

Since Washington adopted the Growth Management Act (GMA) in the early 1990s, Thurston County's rural growth has decreased from 38 percent (1995-2004) to 12 percent (2010-2012). It is projected that without changes to existing plans, however, Thurston County will see a 10 percent reduction in forest lands and 32 percent reduction in farm lands by 2035. Meeting the target and setting a supporting target of no net loss of farmlands, forest lands, and prairie habitats in rural Thurston County will ensure that the goal of preserving environmentally sensitive lands, farmlands, forest lands, prairies, and rural lands will be met.

**First Action Steps:** To better understand rural land uses, create and prioritize an inventory of farmlands, forest lands, prairies, and other critical habitats that are at risk due to development pressure.

Take appropriate steps (e.g., incentives, support agricultural economy, purchase or transfer of development rights, rural zoning changes) to achieve goals.



Source of data for monitoring: Thurston Regional Planning Council data program. Available annually at the neighborhood level.



## Create a robust economy through sustainable practices.

Creating a robust and sustainable economy will support healthy social and environmental systems, will not use up resources faster than nature renews them, and will share benefits equitably. More local jobs mean people will be able to work and shop closer to where they live, keeping more local dollars recirculating within the region.

## TARGET

The Economic Development Council will develop a Sustainable Economy Index. The “Index” will identify what to measure in order to track progress toward a robust sustainable economy. A target can be developed from the index after it is monitored for several years.

## How meeting the target will achieve the goal:

The components of a sustainable economy for the Thurston Region\* have been identified as:

1. Coordinated & Efficient Governance
2. Sector Diversity
3. Innovation Climate
4. Physical Infrastructure
5. Adequate Employment Land Supply
6. Progressive Education System
7. Healthy Environment
8. Access to Capital
9. Social Infrastructure
10. Strong Municipal Revenue Base
11. Targeted Economic Development Programs
12. Workforce Industry Balance

Actions relating to the first six components have been identified in the Goals and Action table in the Economy chapter. Evaluation indicators for the first six components will be identified and developed into a Sustainable Economy Index.

**First Action Steps:** Implement the Sustainable Economy actions.

*\*The term “Thurston Region” refers to the cities, towns, and tribal reservations, as well as the unincorporated urban growth areas and rural parts of Thurston County, Wash.*

## Priority Goals, Targets &amp; Action Steps



## Protect and improve water quality, including groundwater, rivers, streams, lakes, and the Puget Sound.

Protecting and improving water quality will sustain the region's environmental, human, and economic health.

### TARGET

Protect small stream basins that are currently ranked as "Intact" or "Sensitive." Improve and restore as many as possible "Impacted" stream basins.

*(Note: This target is also used by the Puget Sound Partnership. See Environment Chapter — Guiding Growth — Healthy Watersheds callout for definitions.)*

### How meeting the target will achieve the goal:

Protecting Puget Sound, local streams, lakes, and groundwater will require new approaches and new partnerships. Science-based approaches show that once stream basins are degraded, it is difficult to restore their natural function. Efforts are more successful when focused on:

1. Protecting well-functioning or slightly impacted stream basins from degradation. These streams are usually rated "Intact" or "Sensitive" using monitoring data.
2. Focusing restoration efforts in stream basins that are impacted, but not yet degraded, where they have the best chance of success.

There is a range of management strategies, including land-use and stormwater regulations, stormwater infrastructure investments, and restoration activities that will help meet targets on protecting and improving water quality.

**First Action Steps:** To preserve the stream basins that still have the opportunity to function properly, conduct watershed-based land-use planning (i.e., basin plans that use the best information available). Focus on those areas that may be at risk of degradation under current plans and development regulations. Where existing plans exist, implement them.

*Source of data for monitoring: Benthic Index of Biotic Integrity (B-IBI). This index describes the biological condition of stream sites and their surrounding habitat based on the diversity and relative abundance of the benthic (bottom dwelling) macroinvertebrates living there.*





### Plan and act toward zero waste in the region.

Moving toward zero waste will advance efficient use of resources, reduce consumption, maximize recycling, and ensure that products are made to be used, repaired, or recycled back into nature or the marketplace.

## TARGET

Reduce per capita landfill waste by 32 percent by 2035 to achieve no net increase in landfill waste compared to 2010 in Thurston County.

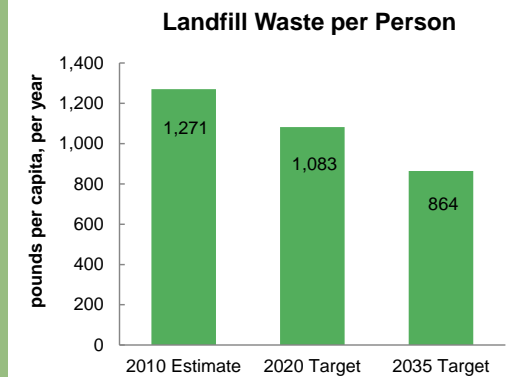
**Interim Target:** Reduce per capita landfill waste by 15 percent by 2020.

## How meeting the target will achieve the goal:

Large amounts of solid waste are produced by both residential and commercial customers. Reducing different types of waste from residential, commercial, construction, and organics requires analysis to identify different approaches, facilities, funding opportunities, and coordinated education and outreach, as well as incentives to reduce, reuse, and recycle.

Up-to-date, accurate data collection and forecasts of volumes and types of solid waste are essential for tracking the lifespan of the Waste and Recovery Center. Adequate financing, including rate-setting plans are needed to meet the needs of future populations and to provide funding for waste-reduction programs.

**First Action Steps:** Maintain a rate structure that will incentivize waste prevention, implement policy and support programs.



Source of data for monitoring: Thurston County Solid Waste.

## Priority Goals, Targets & Action Steps



### Ensure that residents have the resources to meet their daily needs.

Ensuring equitable opportunity for affordable housing that does not unduly burden a household will help enable residents to meet other basic household needs such as food, utilities, health care, and transportation.

## TARGET

By 2035, less than 10 percent of total households in Thurston County will be cost-burdened; five percent will be severely cost-burdened.

### How meeting the target will achieve the goal:

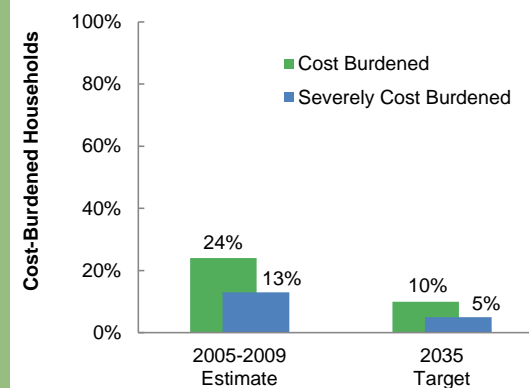
Monitoring cost-burden will give an indication of whether residents have access to the resources necessary to meet their daily needs, including access to:

- Affordable, safe, quality, energy-efficient housing
- Affordable, healthy food
- Family-wage jobs and job training
- Health and human services
- Safe and efficient transportation
- Parks and natural resources
- Quality education
- Safe, strong, vibrant, neighborhoods

As progress is made toward the other priority goals, the effect on residents' ability to meet their daily needs will be monitored. Cost-burdened households are defined as those earning 80 percent or less of median income and spending more than 30 percent of their income on housing. Severely cost-burdened households spend more than 50 percent of their household income on housing.

**First Action Steps:** To become more strategic in managing scarce social service resources, create a single governing entity to ensure a coordinated and streamlined approach to social service planning and funding in Thurston County.

**Cost-Burdened Households**



Source of data for monitoring: HUD CHAS Data (available periodically as five year rolling averages).



## Support local food systems to increase community resilience, health, and economic prosperity.

Supporting local food systems will contribute to the local economy — helping sustain local farms and provide residents access to healthy food choices.

### TARGET

To be determined after development of a local food systems plan.

### How meeting the target will achieve the goal:

A sustainable local food system — just like access to housing, schools, and transportation — affects social, environmental, and economic elements of community health by:

- Supporting a stable base of family farms that are less chemical- and energy-intensive, emphasizing local outputs, and improving working and living conditions for farm labor;
- Fostering a business environment where food, community food enterprises and agriculture-related businesses promote local food whenever possible, can create jobs, circulate financial capital within the community, and contribute to diversifying our community's economic development;
- Developing marketing and processing practices that create more direct and beneficial links between producers and consumers, reducing resources needed to move food;
- Improving access to fresh foods and educating on all aspects of food — from soil to soil;
- Reducing waste through education about efficient and safe home and institutional meal planning, purchasing and storing, and supporting efforts that use food as food as long as safely possible (and when food becomes waste, recovering and composting at the home and industrial levels); and,
- Eliminating food insecurity with a coordinated system of service delivery, and improving access by all community members to culturally-appropriate, adequate, healthy, affordable food.

**First Action Steps:** Find resources to create a local food systems plan, and support development of a regional food policy council.

## Priority Goals, Targets &amp; Action Steps



## Ensure that the region's water supply sustains people in perpetuity while protecting the environment.

Providing adequate water for all current and future residents will continue to be a fundamental necessity and quality-of-life asset for health, recreation, food production, and economic activities of the region.

### TARGET

Reduce per capita water use by 33 percent by 2035 to achieve no net increase in water use in Thurston County.

**Interim Target:** Reduce per capita water use by 15 percent by 2020.

### How meeting the target will achieve the goal:

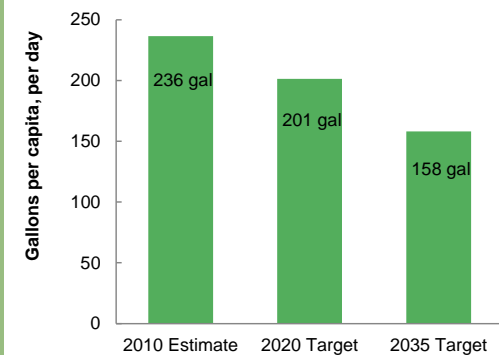
Thurston County's water supply comes from both groundwater and surface water. Both are replenished by precipitation. Our surface water streams and rivers are part of three major watersheds that are much larger than Thurston County: Nisqually, Budd-Deschutes, and Chehalis. Subsurface groundwater exchange can cross watershed boundaries. For these reasons, a water "capacity" analysis does not make sense at a countywide level, but it could be conducted at a watershed or stream basin level. The Department of Ecology is required by state law to retain adequate amounts of water in streams to protect and preserve instream resources and uses. One management tool used to protect flows is to set flow levels in regulation — this is referred to as "instream flows." Instream flows have been set for the Upper Chehalis Basin, part of which is located in southwest Thurston County.

The countywide target to reduce water consumption per capita is a step in achieving the goal of ensuring that the region's water supply sustains people in perpetuity while protecting the environment. To achieve no net increase in water use in the Thurston Region (based on projected population growth rates) it also will be important to ensure that the goal is met in watersheds where instream flows are a concern.

**First Action Steps:** Find resources to create a water systems plan that explores ways to manage water resources in the Thurston Region more holistically.

Other actions include: increase water conservation measures; encourage a more compact form of development; decrease the number of unmetered wells in Thurston County; reduce water leakage from public water systems; increase use of reclaimed water.

**Water Use per Person**



Source of data for monitoring: Estimated Water Use in Washington, United States Geologic Survey (USGS). Available every five years at the county level. Last report contained 2005 data that was used by TRPC to develop a 2010 estimate.



## Move toward a carbon-neutral community.

Planning and acting to reduce or offset greenhouse gases will help zero out the net amount of carbon dioxide and other heat-trapping gases the region emits into the atmosphere. Such efforts will also foster local “green” jobs — weatherizing homes, installing solar panels, building energy-efficient residential and commercial buildings — and reduce climate change adaptation costs.

## TARGET

Become a carbon-neutral community by 2050.

### Supporting targets:

Greenhouse gas emissions targets:

- Achieve 25 percent reduction of 1990 levels by 2020
- Achieve 45 percent reduction of 1990 levels by 2035
- Achieve 80 percent reduction of 1990 levels by 2050

\*Decrease annual per capita vehicle miles traveled in the Thurston Region to:

- 1990 levels by 2020
- 30 percent below 1990 by 2035
- 50 percent below 1990 by 2050

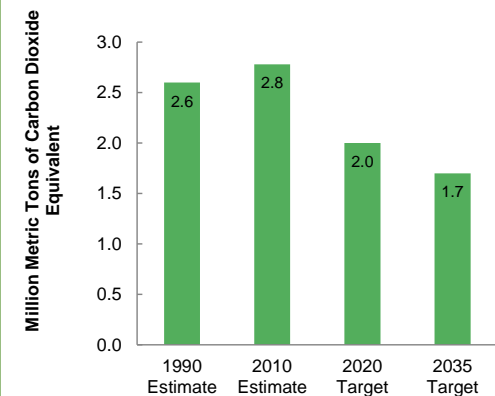
(\*amended into the Thurston Region’s long-range Regional Transportation Plan in 2010)

## How meeting the target will achieve the goal:

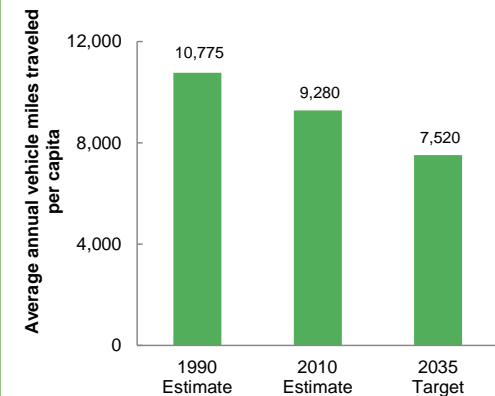
Until a climate action plan is complete, it is unknown whether meeting the greenhouse gas, vehicle miles traveled, and land-use targets will achieve carbon neutrality. They can, however, serve as interim targets until additional information is obtained.

**First Action Steps:** Find resources to create a Thurston Region climate action plan.

### Greenhouse Gas Emissions



### Vehicle Miles Traveled



Source of data for monitoring: The Thurston Climate Action Team developed a greenhouse gas inventory. This inventory can be updated periodically and is developed from a wide range of sources. Vehicle miles traveled data are available annually from the Highway Performance Monitoring System (HPMS).

## Priority Goals, Targets &amp; Action Steps

**Maintain air quality standards.**

Maintaining air quality will protect the region's health, quality of life, and opportunity to thrive socially and economically.

**TARGET**

Continue to meet state and federal air quality standards for criteria pollutants, including:

- PM<sub>10</sub>: 150 micrograms per cubic meter of air ( $\mu\text{g}/\text{m}^3$ ), 24-hour average [state and federal primary/secondary standards];
- PM<sub>2.5</sub>: 12  $\mu\text{g}/\text{m}^3$ , annual average [federal primary/secondary standards];
- Ozone: 0.075 parts per million (ppm), 8-hour average [federal primary/secondary standards].

**How meeting the target will achieve the goal:**

In 1970, Congress passed the Clean Air Act, giving the federal government authority to clean up air pollution in this country.

Breathing polluted air can make a person's eyes and nose burn. It can irritate your throat and make breathing difficult. Pollutants such as tiny airborne particles and ground-level ozone can trigger respiratory problems, especially for people with asthma. Air pollution can also aggravate health problems for the elderly and others with heart or respiratory diseases.

Air pollution isn't just a threat to our health, it also damages our environment. Toxic air pollutants and the chemicals that form acid rain and ground-level ozone can damage trees, crops, wildlife, lakes, and other bodies of water. Those pollutants can also harm fish and other aquatic life.

The health, environmental, and economic impacts of air pollution are significant. Each day, air pollution causes thousands of illnesses leading to lost days at work and school. Air pollution also reduces agricultural crop and commercial forest yields by billions of dollars each year.

**First Action Steps:** Continue to focus on reducing vehicle miles traveled while improving the operational efficiency of the transportation network.

**Air Quality Standards**

Pollutant	Averaging Time	Level
Particulate Pollution (PM-10)	24-hour	150 $\mu\text{g}/\text{m}^3$
Particulate Pollution (PM-2.5)	Annual	12 $\mu\text{g}/\text{m}^3$
Ozone	8-hour	0.075 ppm

National and state standards are in place for air quality six pollutants. Of those, monitoring data are available for three. See air quality section of the plan for further information.



## Provide opportunities for everyone in the Thurston Region to learn about and practice sustainability.

Sustainability education will empower residents to practice sustainability in their homes, neighborhoods, and communities as well as support action necessary to achieve goals and targets.

### TARGET

Integrate education on sustainability and sustainable practices into K-12 curricula; planner's short course, workshops, professional training and other educational opportunities.

### How meeting the target will achieve the goal:

Integrating education on sustainability and sustainable practices into school curricula, plans, and policies will ensure that decisions and investments support making sustainable practices the norm.

**First Action Steps:** Find resources to ensure continued focus on sustainability actions, education, and coordination.

## Priority Goals, Targets & Action Steps



### Make strategic decisions and investments to advance sustainability regionally.

Making decisions and investments that consider effects on achieving short- and long-term sustainability goals and targets will be key to advancing the Thurston Region's bold sustainability vision. This includes working collaboratively and encouraging coordinated and efficient governance.

## TARGET

Create and adopt sustainability checklists for use in all local decision-making processes by 2016.

### How meeting the target will achieve the goal:

Sustainability checklists will ensure that a wide range of sustainability goals are integrated into the various local decision-making processes.

The sustainability checklist can be tied to the priority goals and targets to ensure that direct progress is made toward sustainability goals as decisions are made by local governments.

In addition, this will help ensure that strategic investments in infrastructure will serve multiple purposes such as:

- Stimulating other investments
- Facilitate movement of goods and services
- Reduce dependency on natural resources
- Reduce the region's carbon footprint

**First Action Steps:** Develop a generic checklist for modification and use by local jurisdictions. Use the list when making decisions such as funding allocations, comprehensive plan amendments, and capital facilities investments.





2012 Sustainable Thurston workshop in Lacey.

# Process and Engagement

**S**ustainable Thurston is a community conversation to develop a vision for a vibrant, healthy, and resilient future, and to identify the actions and responsibilities to achieve it.

## The Sustainable Thurston Story

The seeds of the Sustainable Thurston project were planted during the Thurston Regional Planning Council's 2009 policymaker retreat. Members — representing local cities and towns, Thurston County, tribes, school districts, fire districts, the Economic Development Council, The Evergreen State College, Intercity Transit, and the Thurston Public Utility District — expressed frustration



with the lack of opportunity and resources needed to address several key issues that crossed jurisdictional boundaries. They identified four priority areas:

- Coordinate land-use planning better;
- Integrate climate change-related issues into local plans and decisions;
- Understand and address issues related to water infrastructure, water quality, and quantity; and,
- Increase efficiency in providing government services.

In 2010, 29 public and private jurisdictions and organizations from throughout the Thurston Region applied for a federal Housing and Urban Development (HUD) Sustainable Communities Partnership planning grant to develop a regional plan for sustainable development. The partners committed to working together to address the tough issues facing our community. They understood this represented an unprecedented opportunity for a truly regional communitywide conversation about a full range of quality-of-life topics.

The Thurston Region was one of 45 across the country to receive funding under this grant program. So began Sustainable Thurston — a three-year community conversation to lay out the vision, goals, and actions of a long-range plan for a more sustainable future.

## Community Engagement

From the outset, public views strongly influenced the project. The topics explored by the panels and workgroups supplied one of the most visible examples of this influence. The original application identified eight subject areas:

- Sustainable Economy;
- Housing;
- Land Use, Transportation, and Climate Change;
- Health and Human Services;
- Public Safety;
- Schools and Transportation; and,
- Water Infrastructure.

Based on feedback from community members and stakeholders, we added three other topic areas:

- Local Food Systems;
- Energy; and,
- Solid Waste.

In summer and fall of 2011, 180 individuals representing 104 organizations, joined panels to develop a series of white papers based on the 11 topic areas. The panels articulated community strengths, weaknesses, and opportunities.



To set a baseline, Washington State University (WSU) conducted a general outreach survey of 1,200 people, asking them to identify community values, ways people receive information, and overall feelings about community participation. An education and outreach panel developed a public-engagement plan, laying out the course for the remainder of the project.

To engage residents, in spring 2012, the planning team mailed a postcard to every household in the region and instituted a series of radio spots, local newspaper stories, and videos on local television. Sustainable Thurston partners reached out to their individual contacts/communities through notices on their websites and in newsletters and e-mails. The planning team placed posters on storefronts. These efforts called for action encouraging people to attend the workshops held throughout the region and to send in their comments.

More than 400 people, including business owners, students, seniors, community leaders, and people new to public process, shared their hopes, fears, and bright ideas for the future in small group discussions or through letters and e-mails. The planning team also attended events throughout the region, working booths, and connecting with residents. All in all, thousands of people gave input in the early stages of the project. We distilled all that the communities and panels had to say into the Plan's Foundational Principles & Policies.

In early 2013, the partners sought a second round of public engagement on the work produced by the Sustainable Thurston Task Force, panels, and planning team. In a series of workshops and online



*"The Sustainable Thurston project makes me want to be involved and stay involved. It connects me to the community. I have kids; I want them to grow up understanding the importance of this."*

— Ruth Chapman,  
Providence St. Peter  
Hospital nurse and  
Thurston Region resident

engagement efforts, we rolled out the vision, goals, actions, as well as three land-use scenarios. The public spoke clearly and directly: **“BE BOLDER and CREATE MORE SPECIFIC GOALS AND TARGETS.”**

The Task Force responded with a bold vision statement, a land-use vision, and 12 priority goals and targets.

In fall of 2013, TRPC released the draft Plan for public comment. Briefings were held in every local city hall and the County Courthouse, reaching another 300 people in person. Other people participated online, took a survey, or sent in comments, helping to shape the final plan.

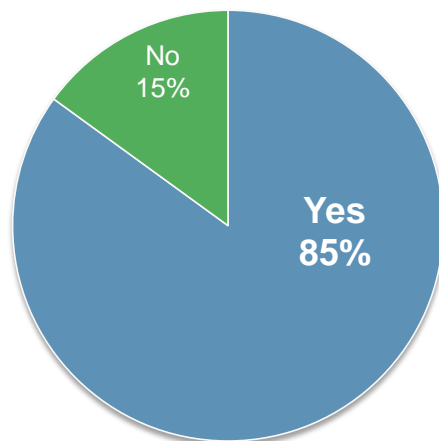
Throughout the project, local policymakers and stakeholders engaged in a series of large forums, brainstorming sessions, city council and planning commission briefings, and twice-monthly Task Force meetings.

### Targeted Outreach

Partners such as the Thurston County Housing Authority, Community Action Council, Family Support Center, and Thurston County Food Bank helped the project team reach individuals who do not typically participate in planning processes with a “Basic Needs Survey.” The planning team conducted interviews with local tribes and organizations representing low-income residents and minorities to inform the

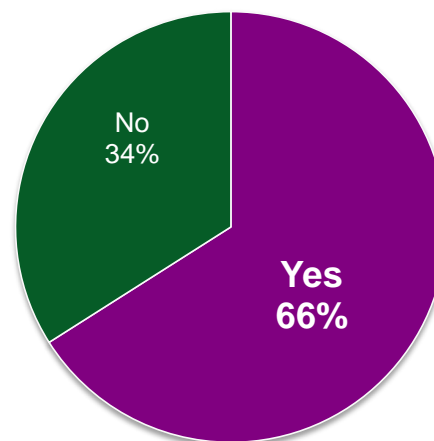
Do you feel working together to plan for the future will lead to an improved quality of life?

(2012 Survey)



Do you believe your actions and participation as an individual can affect the planning process and future of your region?

(2012 Survey)



### What did people say in the 2012 Sustainable Thurston Survey?

*“A group of people discussing real issues is better than one person deciding for everyone”*

*“More minds working is great”*

## Process and Engagement

*Regional Housing Plan.* The Sustainable Thurston partners wanted to hear the voices of youth, so teachers encouraged students to attend workshops. The Economic Development Council held a Sustainable Economy luncheon highlighting the Sustainable Economic strategy for more than 250 business people, and the Northwest EcoBuilding Guild designed a series of workshops for the development community around the Sustainable Thurston project. Other community organizations wrote articles, contributed to blogs, and sent out newsletters encouraging residents to participate in the project.

Why such attention to gathering public input? As a core value, our community believes that working together as a region will improve quality of life. In Washington State University's 1,200-person survey, conducted at the beginning of the project, 85 percent of the respondents noted their belief in the value of working together. Around 66 percent said that their voice counts in our community.

### Next Steps Already Underway

During the course of the three-year project, opportunities for next steps emerged. This Plan notes these as "Sustainability Actions Already Underway." Many grew from the relationships developed during the first years of the project, when inspired community leaders took next steps, such as the Thurston Thrives, South Thurston Economic Development Initiative, Entrepreneurial Center, Brewery District, Martin Way, and Woodland District planning projects.

### It is Just the Beginning

Sustainable Thurston began a communitywide discussion that led to a vision: "*... We will view every decision at the local and regional level through the sustainability lens — thinking in generations, not years. The region will work together toward common goals, putting people at the center of our thinking, and inspire individual responsibility and leadership in our residents.*"

Successful action toward that vision will depend on motivated, inspired, and informed leaders and residents who continue to expand the engagement and partnerships that began with Sustainable Thurston. A sustainable future — a healthy environment, vital society and robust economy — depends on it.

## We.

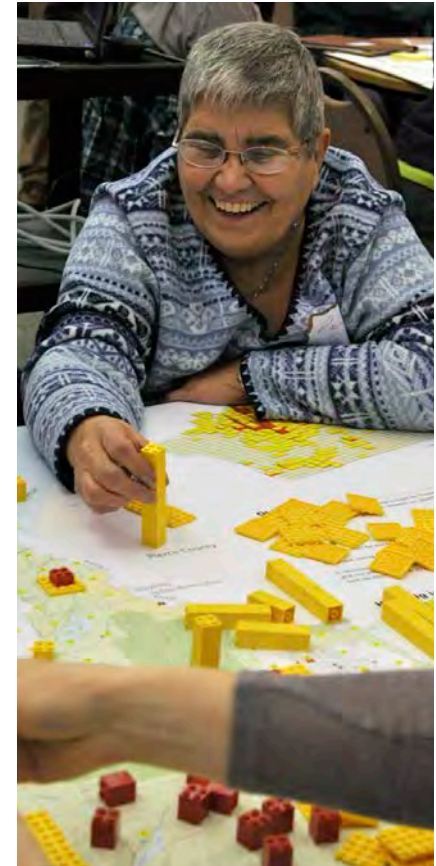
The use of "we" in this Plan is intentional. "We" refers to the people who will make the vision happen, including residents, business owners, and community leaders. "We" represents local people taking local actions to increase the quality of life in our community.

### Community Outreach By The Numbers

- 29 partners signed a Memorandum of Understanding
- 180 people participated on 12 topic panels
- 23 Sustainable Thurston Task Force members held 38 discussion sessions
- 104 jurisdictions, agencies, organizations, and community groups represented at Task Force and panel meetings
- 9 Workshops held around Thurston County, with 400 public participants
- 3 Regional forums
- 250 Business leaders attended the Sustainable Economic Futures luncheon
- 1,500 people visited [www.EngageSustainableThurston.org](http://www.EngageSustainableThurston.org) almost 15,000 page views and 140 ideas submitted
- 55,000+ page views of the project website
- 8,000+ documents downloaded
- 12 briefings reaching every city/town - 300 people reached
- 185 people took a survey on the draft Plan
- 1,800+ residents responded to two Sustainable Thurston surveys about priority issues, concerns and values
- 1,000 low-income residents responded to a Sustainable Thurston survey about meeting minimum basic daily needs

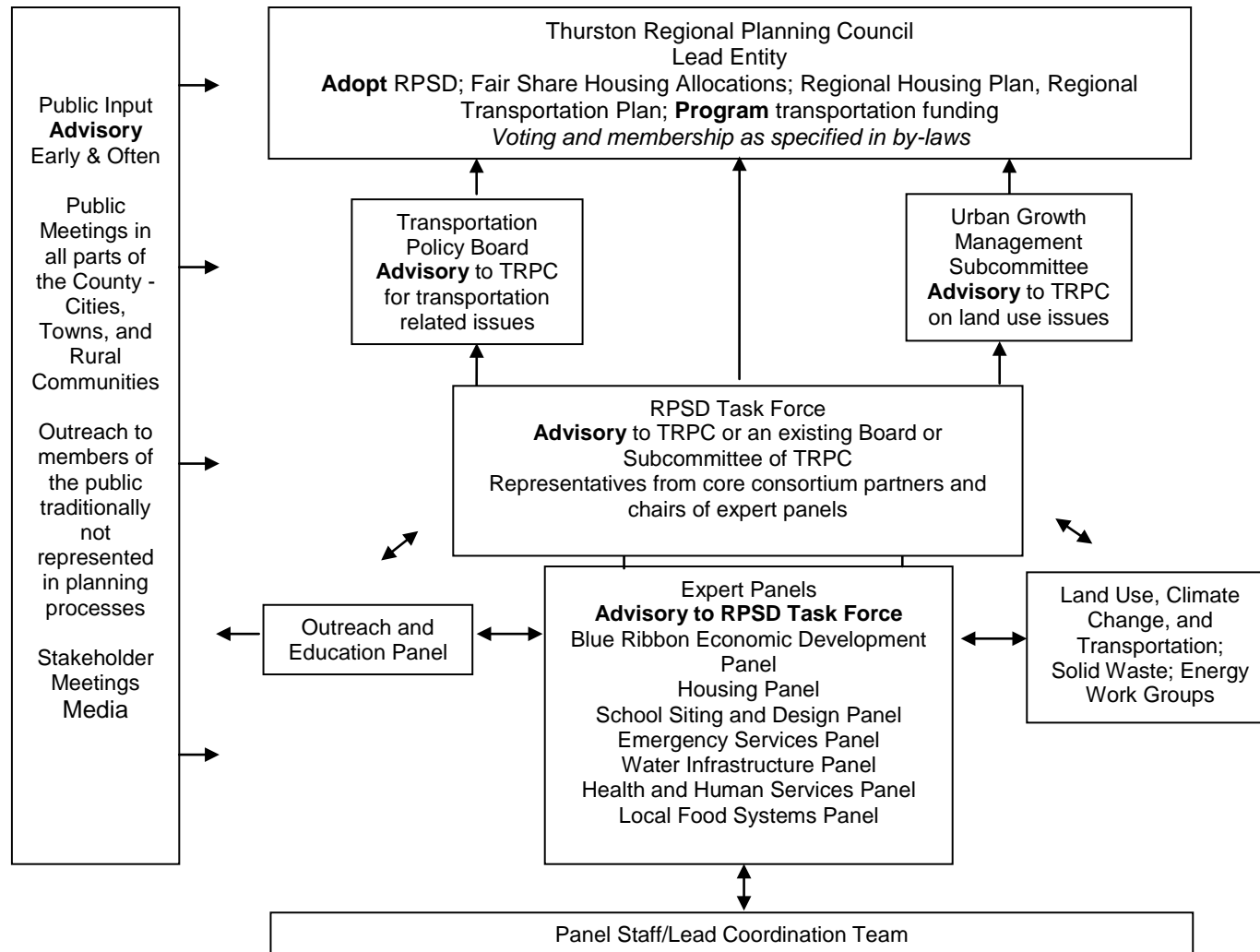
### Community Outreach By The Numbers

- 110,000 postcards sent to homes and businesses countywide
- 1,650 unique email addresses regularly contacted on Sustainable Thurston email list
- 8 libraries targeted with posters and flyers
- 8 city/county halls targeted with posters and flyers
- 215 Employee Transportation Coordinator worksites targeted with posters and flyers
- 3 radio advertisements played 640 times
- 4 on-air radio interviews with TRPC staff
- 5 tabled events
- 2 newspaper editorials in The Olympian
- 5 news articles from regional newspapers and newsletters
- 6 videos produced with 2,400 views on YouTube.com
- 225 people and associated networks reached on Facebook and Twitter





### Process and Product: An Organizational Chart for Development and Adoption of the Regional Plan for Sustainable Development







Thurston Regional Planning Council members participating in 2013 Council Retreat.

# Leadership & Participation

**S**ustainable Thurston provides an opportunity to take stock of the region today and plan a more economically, environmentally, and socially sustainable tomorrow. Achieving Sustainable Thurston's bold vision, goals, and targets will require significant, sustained public- and private-sector leadership and participation.

The Sustainable Thurston Foundational Principles & Policies reflect the values of the Thurston Region — what the region believes in and what we will do to achieve a more sustainable future.



## Principles and policies related to Leadership & Participation include:

- Translate vision to policy;
- Act on adopted local plans and policies;
- Consider the effects of decisions on achieving the vision;
- Think regionally — act locally and globally;
- Balance individual property rights with broader community needs and goals;
- Use meaningful, easy-to-understand methods to measure progress on key objectives; and,
- Monitor progress and shift course when necessary.



### Sustainable Thurston Foundational Principles & Policies Related to Process and Engagement:

- Offer engagement opportunities and information encouraging choices that contribute to individual, household, and community health and well-being;
- Acknowledge the interdependence of communities within — and external to — our region, as well as the impacts of our region upon the world and impacts of the world upon our region;
- Cultivate respectful civic engagement and participation by residents and public, private, and non-profit businesses and organizations;
- Develop new ways to cultivate and support respectful civic engagement and participation;
- Think broadly, regionally, and globally;
- Partner across topic areas and jurisdictional boundaries; and,
- Break down institutional barriers to communication and cooperation.

## Challenges & Opportunities

The Thurston Region, which encompasses Thurston County and the cities and towns within, is a growing and changing community. Even without growth, the region faces sustainability challenges. The reality of growth and change raises the hope that current and new residents will contribute talents and values that make the region more diverse and dynamic. Change also raises the specter of more congestion, consumption, and pollution. These important opportunities and challenges are worthy of the community's careful consideration and action.

In 2010, the Thurston Regional Planning Council (TRPC) received a Sustainable Communities Regional Planning Grant from the U.S. Department of Housing and Urban Development to craft a sustainable development vision and strategies to guide the region through 2035. The resulting Sustainable Thurston project includes a regional housing plan, regional economic strategy, and the broader regional plan: *Creating Places — Preserving Spaces: A Sustainable Development Plan for the Thurston Region*. The Plan makes policy recommendations about transportation, land use, housing, economy, environment, health and human services, public safety, and other related issues.

The goals, actions, and targets that follow cover a diverse array of topics, ranging from transportation and land use to health and climate change. What they have in common is they will require regional leadership and participation. This means thinking boldly and acting together.

## Implementation

*Creating Places—Preserving Spaces* describes a wide range of action steps toward developing a sustainable Thurston Region. Some are essential, while others are desirable. All will be challenging in many ways. In implementing this Plan, financial resources will undoubtedly be limited. But those partners who helped frame the Plan in response to the public process (Sustainable Thurston Task Force members) and the adopters (Thurston Regional Planning Council members) are committed to advocating for actions that are essential for sustainability and for finding the resources to take such actions.

*Creating Places—Preserving Spaces* is a working document of sustainability concepts that are meant to be used by local governments, special purpose districts, non-profit organizations, and private citizens to help further their sustainability priorities. Not all the concepts are relevant or appropriate in all situations for all partners. Sustainable development in the South County is different than sustainable development in the metropolitan area of Olympia, Lacey, and Tumwater. For example, implementation by school districts will be different than implementation by the Port of Olympia.

Nothing in this plan is a mandate for any particular entity to implement. Rather, the concepts should be considered a template for a coordinated approach to sustainable development in the region. It is up to Thurston County, cities, towns, school boards, the Port of Olympia, water providers, sewer districts and other partners to decide which goals and policies to implement within their purview.

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*"We commend the process that TRPC has used for the involvement of a wide array of stakeholders. We hope that this ambitious framework will continue, keeping the public and decision-makers aware of the urgency needed to accomplish its goals."*

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-League of Women Voters of Thurston County

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**eq•ui•ty**  
 \ `e-kwə-tē \

**n:** The quality of being fair, just and impartial.

**adj:** equitable

Equity is a common thread that stitches together this Plan's goals and actions.

Working together to provide equitable access to healthy food, affordable housing, and other opportunities will make our community more socially sustainable.

**Learn More:** Read this Plan's companion *Fair Housing Equity Assessment* of the Thurston Region.





*Creating Places—Preserving Spaces aims to add vibrancy to places such as downtown Rainier (pictured).*

## Regional Goals

Three leadership goals and associated actions have been identified through Task Force discussion, public input, and panel work as being essential to support meeting the region's sustainability goals. They are essential first steps — many related to funding or capacity for implementation of the Plan, and actions that require ongoing collaboration between partners.

**Goal L-1: Become a model for sustainability and livability.**  
Identify resources, organizational structure, and educational opportunities to achieve regional sustainability goals.

**Goal L-2: Develop regional plans and strategies essential to meeting sustainability priority goals and targets.**

**Goal L-3: Increase regional coordination and collaboration.**

## Leadership & Participation

The Plan sets a dozen priority goals to achieve the Sustainable Thurston vision.

1. **Create vibrant centers, corridors, and neighborhoods while accommodating growth.**
2. **Preserve environmentally sensitive lands, farmlands, forest lands, prairies, and rural lands and develop compact urban areas.**
3. **Create a robust economy through sustainable practices.**
4. **Protect and improve water quality, including groundwater, rivers, streams, lakes, and the Puget Sound.**
5. **Plan and act toward zero waste in the region.**
6. **Ensure that residents have the resources to meet their daily needs.**
7. **Support local food systems to increase community resilience, health, and economic prosperity.**
8. **Ensure that the region's water supply sustains people in perpetuity while protecting the environment.**
9. **Move toward a carbon-neutral community.**
10. **Maintain air quality standards.**
11. **Provide opportunities for everyone in the Thurston Region to learn about and practice sustainability.**
12. **Make strategic decisions and investments to advance sustainability regionally.**

The following table includes Priority first action steps for the Priority Goals, Leadership and Participation goals and actions, as well as the timeline, lead, and partners for each action. Timeline definitions are as follows: Underway, Short (1-3 yrs); Medium (3-10 yrs); Long (10-20 yrs). See Appendix for lead and partner acronyms and explanations.

LEADERSHIP & PARTICIPATION				
Goals and Actions		Timeline	Lead	Partners
Priority Goals				
Priority Goal 1	Create vibrant centers, corridors, and neighborhoods while accommodating growth.			
First Step Action 1	Rethink our existing land-use zoning and regulations in the urban areas to allow for a greater mix of uses and densities to support efficient provision of services. The first step is to prioritize where to start and focus neighborhood-level planning efforts, as well as to find resources for continuing the community conversation about land-use and zoning changes.	Short	Cities/towns; County	TRPC; IT; EDC; Housing Authority
Priority Goal 2	Preserve environmentally sensitive lands, farmlands, forest lands, prairies, and rural lands and develop compact urban areas.			
First Step Action 2	To better understand rural land uses, create and prioritize an inventory of farmlands, forest lands, prairies, and other critical habitats that may be at risk due to development pressure. Take appropriate steps (e.g., incentives, support agricultural economy, purchase or transfer of development rights, rural zoning changes) to achieve goals.	Short	County	TRPC (land use/land cover)
Priority Goal 3	Create a robust economy through sustainable practices.			
First Step Action 3	Implement the Sustainable Economy action plan.	Short	EDC	Cities/towns; Chambers; Higher Ed; IT

## LEADERSHIP & PARTICIPATION

Goals and Actions		Timeline	Lead	Partners
Priority Goal 4	Protect and improve water quality, including groundwater, rivers, streams, lakes, and the Puget Sound.			
First Step Action 4	To preserve the stream basins that still have the opportunity to function properly, conduct watershed-based land-use planning (i.e., basin plans). Focus on those areas that may be at risk of degradation under current plans and development regulations.	Underway	County	Cities/towns; TRPC
Priority Goal 5	Plan and act toward zero waste in the region.			
First Step Action 5	Maintain a rate structure that will incentivize waste prevention, as well as implement policy and support programs.	Underway	County; Cities/towns	
Priority Goal 6	Ensure that residents have the resources to meet their daily needs.			
First Step Action 6	To become more strategic in managing scarce social service resources, create a single governing entity to ensure a coordinated and streamlined approach to social service planning and funding in Thurston County.	Short	Cities/towns; County	Nonprofits
Priority Goal 7	Support local food systems to increase community resilience, health, and economic prosperity.			
First Step Action 7	Find resources to create a local food systems plan, and support development of a regional food policy council.	Short	TRPC	County; Cities/towns; Nonprofits



## LEADERSHIP & PARTICIPATION

Goals and Actions		Timeline	Lead	Partners
Priority Goal 8	Ensure that the region's water supply sustains people in perpetuity while protecting the environment.			
First Step Action 8	Find resources to create a water systems plan that explores ways to manage water resources in the Thurston Region more holistically.	Short	County	Cities/towns; TRPC; LOTT; PUD
Priority Goal 9	Move toward a carbon-neutral community.			
First Step Action 9	Find resources to create a Thurston Region climate action plan.	Short	TRPC; Cities/towns; County	TCAT; PSE; IT
Priority Goal 10	Maintain air quality standards.			
First Step Action 10	Continue to focus on reducing vehicle miles traveled and improving the efficient movement of people and goods on the transportation network.	Underway	TRPC	State; Cities/towns; County; IT
Priority Goal 11	Provide opportunities for everyone in the Thurston Region to learn about and practice sustainability.			
First Step Action 11	Find resources to ensure continued focus on sustainability actions, education, and coordination.	Short	TRPC	School districts; Cities/towns; County; IT
Priority Goal 12	Make strategic decisions and investments to advance sustainability regionally.			
First Step Action 12	Develop a generic checklist for modification and use by local jurisdictions. Use the list when making decisions such as funding allocations, comprehensive plan amendments, and capital facilities investments.	Short	TRPC	Cities/towns; County; IT; School districts

## LEADERSHIP & PARTICIPATION

Goals and Actions		Timeline	Lead	Partners
Leadership Goals				
<b>GOAL L-1</b>	<b>Become a model for sustainability and livability. Identify resources, organizational structure, and educational opportunities to achieve regional sustainability goals.</b>			
<b>Action L-1.1</b>	Identify and secure funding to implement actions to achieve Sustainable Thurston goals and vision.	Short	All	
<b>Action L-1.2</b>	Monitor progress in achieving Sustainable Thurston goals and targets. Take action if progress is not being achieved.	Short; Medium; Long	TRPC	All
<b>Action L-1.3</b>	Challenge public entities to be leaders in energy efficiency. For example, adopt Leadership in Energy & Environmental Design (LEED) and location-efficiency standards for new public-sector buildings, promote commute trip reduction, and retrofit existing buildings.	Short; Medium; Long	Public Entities	
<b>Action L-1.4</b>	Create a regional grant center to provide assistance in identifying and applying for grants.	Short	TRPC	Cities/towns; County
<b>Action L-1.5</b>	Reach community members in their daily lives with sustainability information.	Underway	All	
<b>Action L-1.6</b>	Coordinate and collaborate on outreach and planning efforts that cross jurisdictional boundaries such as stormwater updates, watershed plans, transportation issues, public safety services, and growth-management issues.	Short	TRPC	Numerous, depending on topic
<b>Action L-1.7</b>	Acknowledge that the region's ecological assets have an economic value and consider their value as part of land-use decisions.	Short	Cities/towns; County	
<b>Action L-1.8</b>	Find resources to create a Civic Innovation Incubator. This incubator would provide an infrastructure for residents and public and private stakeholders to collaborate around sustainability projects and policies.	Short	Nonprofits	
<b>Action L-1.9</b>	Find resources for demonstration projects. Support innovative community ideas and projects that support Sustainable Thurston priority goals.	Short	TRPC	Cities/towns; IT; County; Nonprofits

## LEADERSHIP & PARTICIPATION

Goals and Actions		Timeline	Lead	Partners
GOAL L-2	Develop regional plans and strategies essential to meeting sustainability priority goals and targets.			
Action L-2.1	Develop a climate action plan (greenhouse gas emission reduction and mitigation). This will serve as a framework for how this region can reduce its climate impacts, while accommodating projected growth, and how it might best respond to the impacts of climate change on infrastructure, water supplies, risk reduction and emergency management, food systems, energy, community cohesion, and the economy.	Short; Medium	TRPC; County; Cities/towns	TCAT; IT; TE; PSE
Action L-2.2	Create a regional local food systems plan and support development of a regional food policy council.	Underway	Thurston Food System Council	Cities/towns; Chambers; County; EDC; Higher Ed; Nonprofits; School districts; TESC
Action L-2.3	Develop a regional sewerage plan. This should include a strategy to ensure all septic systems are monitored and maintained, that failing septic systems identified and repaired, and a strategy and policy in place to evaluate existing developments with septic systems to determine if conversion to sewer is needed due to impacts on water resources and/or human health.	Short; Medium	County	LOTT; Cities/towns; TRPC
Action L-2.4	Create a water systems plan that identifies ways to manage water resources within the region more holistically and in collaboration among state and local governments. Follow the water systems plan when reviewing and approving land-use applications.	Medium	County	Cities/towns; PUD; Tribes; State
Action L-2.5	Thurston Thrives Develop a community-wide health action agenda for sustainable health improvement. The health agenda will establish population-wide indicators, improvement targets, strategies and partnerships in each major domain of community health including: water, air, disease carriers and the physical environment, our food system, housing, education, income, community design, community cohesion, youth development and resilience, clinical prevention, and medical and behavioral treatment.	Underway (Phase 1 2013-2014)	Thurston County BOH	Cities/towns; TRPC; IT; Nonprofits; Businesses

## LEADERSHIP & PARTICIPATION

Goals and Actions		Timeline	Lead	Partners
Action L-2.6	Develop an urban growth area plan on a regional level. The plan could: evaluate the existing Urban Growth Area (UGA) boundaries to identify parts of the UGA that are exceedingly costly to serve with urban services (such as public transportation, sanitary sewers and potable water systems); determine whether certain lands should stay in the UGA.	Short; Medium	County	Cities/towns; TRPC; IT
Action L-2.7	Develop annexation plans. The plans could: identify infrastructure needs and cost-effective strategies for bringing infrastructure up to urban standards; and, establish a framework to guide the timing of annexation decisions to increase predictability for municipalities, property owners, and service providers.	Short; Medium	Cities/towns	County
Action L-2.8	When updating local comprehensive plans, integrate concepts from the Sustainable Thurston preferred land-use vision and other elements of the Plan.	Short	Cities/towns; County	
Action L-2.9	Develop or update essential infrastructure plans to ensure alignment with updates to the local comprehensive plans.	Medium; Long	Cities/towns; County	IT
Action L-2.10	Develop long-term strategies to manage infrastructure assets. Local jurisdictions will need to evaluate, finance, upgrade, maintain, repair, and replace existing infrastructure in a sustainable manner. Developing long-term strategies means embracing a planning horizon beyond the 20-year threshold of the Growth Management Act for infrastructure and land-use planning.	Medium	Cities/towns; County	IT
Action L-2.11	Update the county-wide planning policies as needed. Develop a process for amending the county-wide planning policies as needed.	Short	County	Cities/towns; TRPC
Action L-2.12	Building on the model of county-city joint planning, establish joint plans/agreements between local jurisdictions, special purpose districts, and tribes that will guide long-range growth and investment decisions for all parties.	Short; Medium	All	

## LEADERSHIP & PARTICIPATION

Goals and Actions		Timeline	Lead	Partners
GOAL L-3	Increase regional, multi-regional and state coordination and collaboration.			
Action L-3.1	Take advantage of opportunities to engage in multiregion, multistate, or bi-national alliances such as the Cascadia Center, West Coast Corridor Coalition, or the West Coast Collaborative to advance priority issues for the Thurston Region in league with other organizations.	Underway	TRPC	
Action L-3.2	Join/partner with Joint Base Lewis-McChord and surrounding communities on a land-use study to understand and lessen impacts on residential areas and minimize encroachment into military training areas, such as "Clear Zones" and "Accident Potential Zones."	Short; Medium	TRPC	Cities/towns; County; Tribes; State; EDC
Action L-3.3	Continue policy coordination and formal information sharing between Joint Base Lewis-McChord, state and local government agencies, and chambers of commerce, building on the foundation offered by South Sound Military and Communities Partnership to expand opportunities.	Underway	TRPC	South Sound Military and Communities Partnership
Action L-3.4	Continue to work with the state Department of Enterprise Services and Office of Financial Management to ensure that the siting of leased and owned state office buildings conforms to priority transportation and land-use considerations.	Underway	State	Cities/towns; IT
Action L-3.5	Conduct coordinated planning activities, such as watershed planning, provision of services, or other sustainability planning-related activities, to address regionally significant issues.	Underway	All	

## LEADERSHIP & PARTICIPATION

Goals and Actions		Timeline	Lead	Partners
Action L-3.6	Provide support and resources for greater coordination between communities to meet common water infrastructure goals. May include the following: cooperation on joint water rights and transfer applications; joint infrastructure projects, particularly near jurisdictional boundaries; a process to share plans and coordinate proposed projects; use of common tools across the region that may include development standards, management policies, asset-management programs, restoration projects; and, joint public education efforts that address the value of water, wastewater treatment, reclaimed water, and water conservation.	Short; Medium	Cities/towns; County; LOTT	
Action L-3.7	Build on past success and increase coordination and collaboration between local jurisdictions and special districts such as school and fire districts to ensure short- and long-term growth strategies are consistent, and keep public costs as low as possible.	Underway	Cities/towns; School districts; Fire districts	
Action L-3.8	Create a task force to explore opportunities to increase access to goods and services in existing and planned neighborhoods throughout the region and identify strategies to achieve the preferred land-use vision.	Short	TRPC	IT
Action L-3.9	Update development standards in unincorporated urban growth areas to be consistent with all street and infrastructure standards of the adjoining city. Identify funds to retrofit and update existing infrastructure deficiencies that are delaying annexations.	Short; Medium	County	Cities/towns





Downtown Olympia features a walkable streetscape and seeks to add market-rate housing to the mix.

# Community

The places we create and spaces we preserve reflect the values of our diverse and dynamic community. In the coming decades, we will give urban residents greater access to a full range of housing and transportation options, as well as protect rural lifestyle choices and resource lands.



What are we today? What is our vision for the future? How will we get there? Answering these questions creates the foundation of our sustainability plan. The discussion starts with understanding how communities' land-use and transportation decisions shape development patterns. The way we use land and our transportation network form the bones of our communities and are hard to change once in place.





Opportunities for infill, redevelopment, reshaping, and revitalizing our communities can occur as growth continues over time. But growth also puts pressure on the natural environment where the consequences to clean water, air, farms, and forest land can be substantial. We explored these tensions during the development of this plan.

### What are we today?

Our region — home of Washington’s capital city — is a small-sized county located at the southern end of Puget Sound. The rural areas contain active forestlands — both publicly and privately owned — small farms, natural prairies, and a portion of the Joint Base Lewis-McChord military reservation, which is rural in character. Two tribal reservations — largely rural — are within our county borders. The character of our region changes from north to south. In the north is our larger urban area — the three-city region of Lacey-Olympia-Tumwater. In the south are smaller communities separated by rural areas — Bucoda, Grand Mound, Rainier, Rochester, Tenino, and Yelm. Each faces different opportunities and challenges for the future.

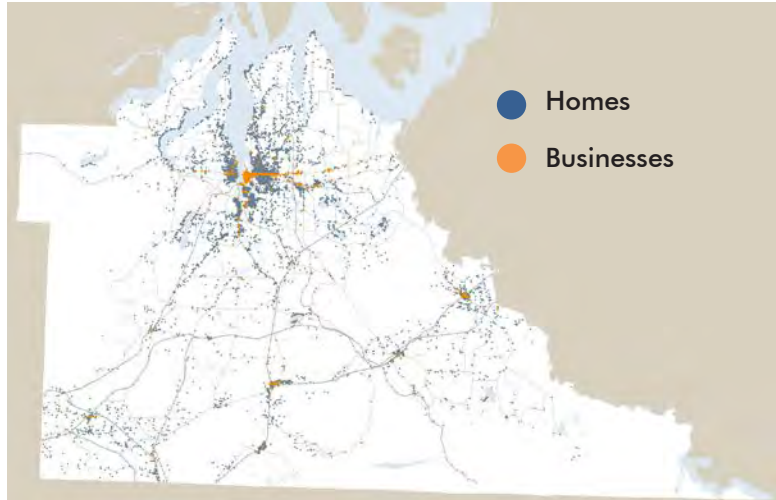
### How did land-use and transportation decisions create today's growth patterns?

Growth patterns generally follow transportation access and allowed zoning. In 1950, growth remained fairly compact. By 1970, Interstate 5 had been built and growth spread out as more and better roads

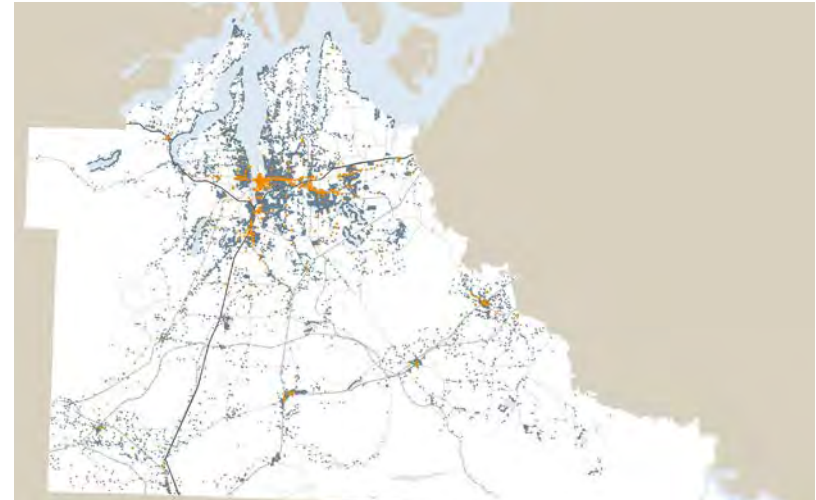
provided ready access to undeveloped land. By 1990, decades of sprawl development, encouraged by continued expansion of roads and allowed by zoning codes, resulted in the passage of the Growth Management Act (GMA) in 1990.

The GMA mandated planning for projected growth in a compact urban form that could be served as efficiently as possible and preserving of rural and resource lands, including farms and forest lands. GMA planning made a difference, but not as much as envisioned in the local and regional plans. It turned out to be much more difficult than anticipated to curb sprawl, create vitality in cities and towns, and preserve rural areas. The goals and actions that follow identify what needs to occur if jurisdictions and the region are going to realize the Sustainable Thurston Vision.

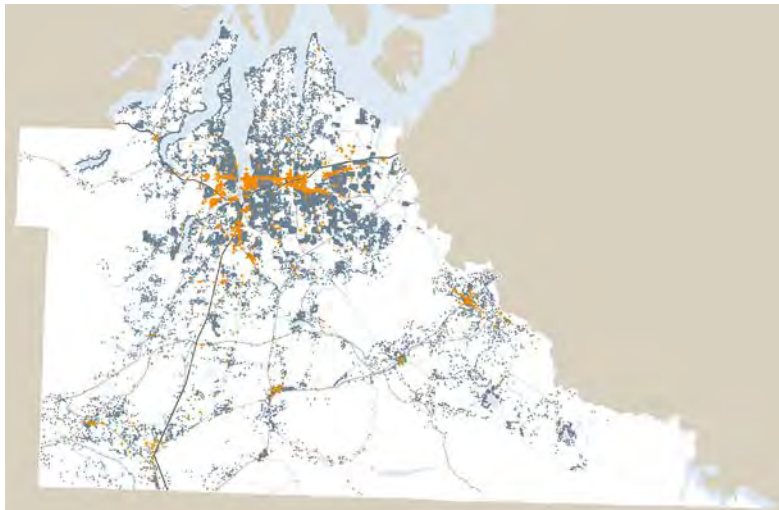
## Thurston County, Wash. — land-use growth patterns (TRPC)



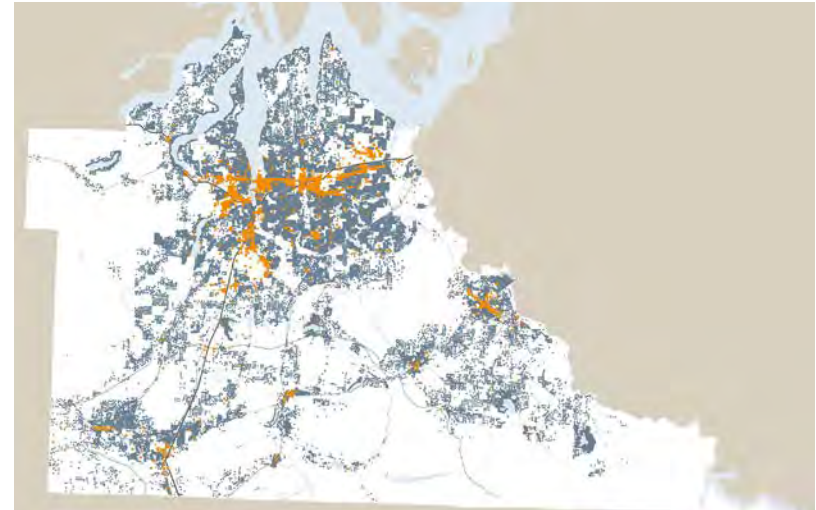
**1950...** compact communities around Puget Sound, major roads, and railroads



**1970...** after construction of Interstate 5 growth begins to increase



**1990...** decades of sprawl result in the state passing the Growth Management Act

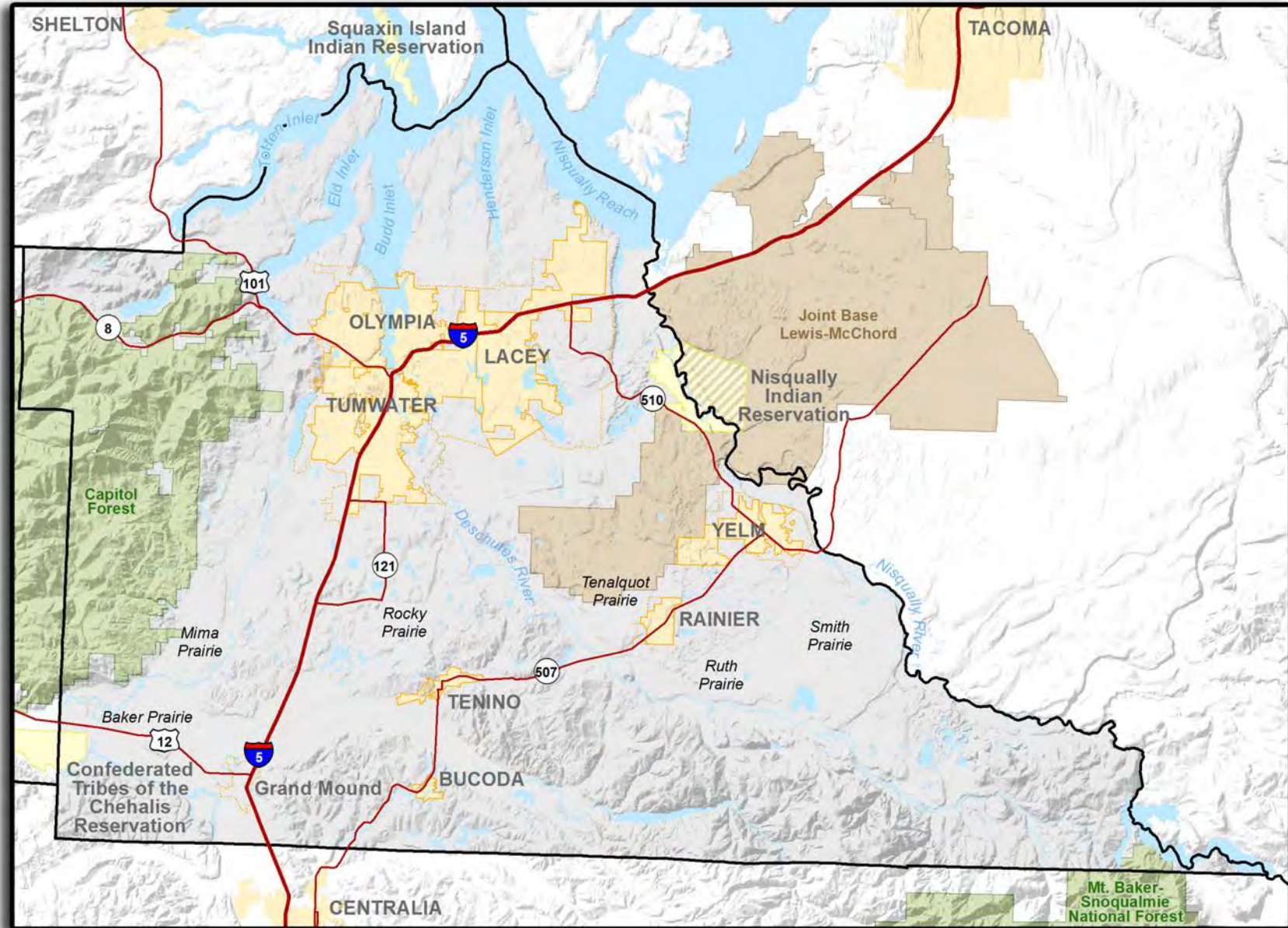


**2010...** changes in zoning designations did protect some rural areas, however, residential growth in suburban and rural areas continued while city centers attracted little new activity



*Farming southeast of Lacey's urban growth area.*





Thurston County map.

### What is our vision for the future?

*In one generation, the Thurston Region's built environment will transition to unique, recognizable places and neighborhoods, fostering a sense of community, supporting a robust economy, and protecting farmlands and natural areas. City and town centers in Bucoda, Grand Mound, Lacey, Olympia, Tumwater, Rainier, Tenino, Rochester, and Yelm will develop or grow into thriving business districts, all with a walkable, well-designed urban form that encourages a mix of housing, goods, services, and places to recreate. Some neighborhoods that are closer in will have greater access to goods and services, as well as increased opportunities for housing choices to fit the needs of the changing population. We'll pay greater attention to design, walkability, accessibility, and affordability — all essential to meet the needs of an aging population and to attract and retain innovators in our community. Suburban, single-family neighborhoods will provide housing choices for families and others that value quiet neighborhoods with private spaces. The rural areas will remain a mixture of rural homes, farms, forest lands, and natural areas, with markedly lower densities of residential growth than the urban area.*

### What will the future look like under current plans?

The partners first considered the future given current land-use plans and zoning regulations — the Baseline Future.<sup>1</sup> Using the best information available and the adopted population forecast for 2035 analysis shows that existing land-use plans will lead to the following<sup>2</sup>:

- 32 percent loss of farmlands to urbanization — some 15,600 acres — compared to a vision of producing a greater proportion of our food locally and protecting farmlands;
- 10 percent loss of forest lands to urbanization — around 19,300 acres — compared to a vision of maintaining forest canopy to preserve water quality and stream health;
- 13 percent of growth going into the rural areas, contributing to the loss of forestlands, farms, and prairies, resulting in growth patterns that are difficult to serve with infrastructure and services, and straining limited resources;
- Difficulty attracting enough growth to our urban and town centers to create the envisioned vibrant places that will attract and support innovators and creative people to help foster a strong economy;
- Only a slight increase in activity and density in our major transit corridors — areas that are our best opportunity to support enhanced transit service in the future;
- Only a slight increase in our jobs/housing balance, compared to a vision of areas where we can live, work, play, and shop;
- Difficulty achieving the neighborhood centers envisioned in the larger city's comprehensive plans — places that offer destinations close to home and a few goods and services;

- Concerns over water availability to sustain people while protecting the environment; and,
- Concerns over increased energy use and ability to meet the state's targets for reducing greenhouse gas emissions and vehicle miles traveled.

### What will we achieve under the Sustainable Thurston vision?

In contrast, the Preferred Land-Use Scenario presents an alternative future and will result in the following measurable benefits compared to the current trends shown in the Baseline Future:

#### Greater Efficiency in the Delivery of Services and Provision of Infrastructure

- 95 percent of growth locating in areas designated for urban growth — the cities, towns, designated urban growth areas and tribal reservations;
- An increase in activity density (people plus jobs) in higher-frequency transit corridors approaching a level that may support an enhanced level of transit service; and,
- \$1.6 billion savings in road, water, sewer, and other related infrastructure to support residential development, and additional savings in future maintenance costs (it costs \$250,000-\$500,000 every 10-15 years to maintain a lane mile of road).

#### Greater Access to Jobs, Shopping, Food, and Services

- A better mix of jobs and housing in the county as a whole will lead to a 16 percent reduction of 1990 levels of vehicle miles traveled based on land-use changes alone;
- 43 percent of the population living within a quarter-mile of transit service; and,
- 72 percent of urban households living within a half-mile of goods and services.

#### More Efficient Use of Resources

- 33 percent reduction in developed land consumption compared to the Baseline Future;
- 11 percent reduction of 2010 levels in per-household water use through land-use changes alone; and a 45 percent reduction when conservation measures are included, leading to a 21 percent decrease in total residential water consumption while accommodating growth;

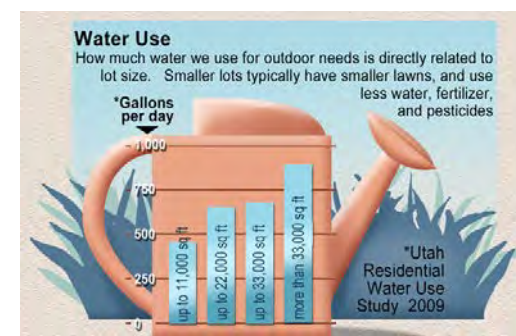
## Community



*Cost of Infrastructure: Compact communities need fewer miles of roads, water lines, and other infrastructure.*



*The Preferred Land-Use Scenario calls for a greater mix of jobs and housing. Commuting to work accounts for a large part of household travel, so increasing housing near job opportunities will result in shorter commutes.*



*The Preferred Land-Use Scenario calls for a more compact form of development — or a greater proportion of growth to be accommodated in multifamily units or in homes with smaller lots. This means less lawn and landscaping per person.*



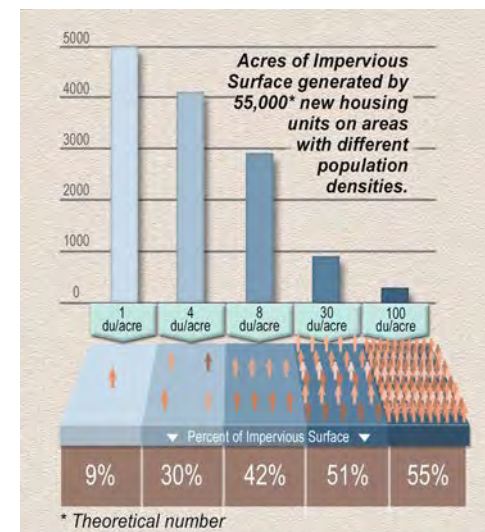
- 28 percent reduction of 2010 levels in per-household energy consumption through land-use changes alone; and a 39 percent reduction when conservation measures are included, leading to an 11 percent decrease in total energy consumed by households while accommodating growth;
- No net loss of forestlands; and,
- No net loss of rural farmlands

### Greater Protection of Environmental Quality

- 34 percent reduction in new impervious area compared to the Baseline Future in protected stream basins, and a 31 percent reduction in new impervious area compared to Baseline Future in sensitive stream basins; and,
- 38 percent reduction in residential carbon dioxide emissions per household, leading to a 10 percent reduction in total carbon dioxide emissions from residential uses compared to 2010.

### Some benefits of the Preferred Land-Use Scenario are less quantifiable:

- Creating vital urban places will foster an innovative and entrepreneurial economy. By integrating land uses, increasing transportation options, increasing housing density and employment intensity, our urban areas will become more economically productive. This will reduce unemployment, increase wages, and make our economy more resilient. One study showed that doubling population density led to a 6 percent increase in labor productivity and a 15 percent increase in economic productivity.<sup>3</sup>

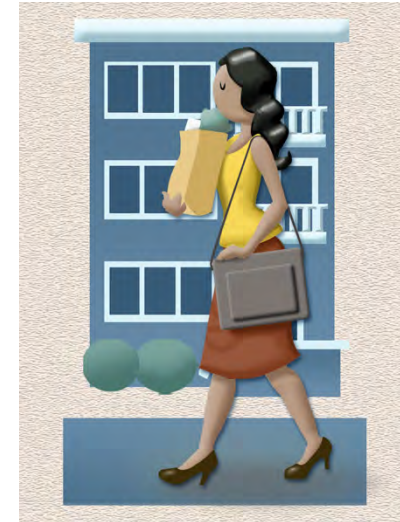


Runoff from impervious surfaces, such as roads and parking lots, can degrade water quality. Compact growth, such as the Preferred Land-Use Scenario, creates less impervious surface on a per-person basis, making urban stormwater more efficient to treat and protecting rural stream basins.

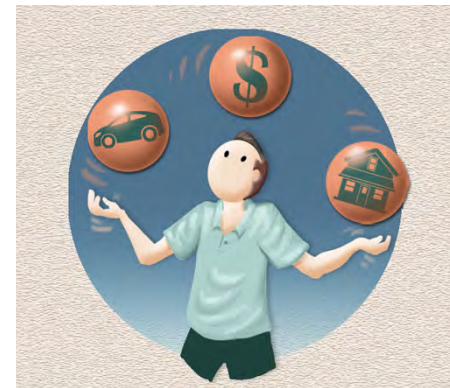


Long-term job creation begins with small businesses that grow over time within the region. To attract the "innovators" who grow businesses, a community must have vital urban places and activities.

- Focusing on walkable urban places and economic and social factors, such as employment, community safety, income, and education, will have positive outcomes on personal health. According to the County Health Rankings Model, 50 percent of health outcomes relate to social and economic factors (education, employment, income, family and social support, and community safety constitute 40 percent, while the built environment and environmental quality constitute 10 percent). The other factors are health behaviors (30 percent) and clinical care (20 percent).
- Reducing cost burden. Twenty-four percent of Thurston Region households spend more on housing than they can afford — or are “cost-burdened.”<sup>4</sup> Of our low-to-moderate-income households (those earning less than 80 percent of median income), 64 percent spend more than 30 percent of their income on housing. One-third pays more than 50 percent. This group is considered severely cost-burdened and at risk of becoming homeless. The Preferred Land-Use Scenario focuses on measures to reduce transportation and energy costs, increase economic opportunities, and increase access to food. These measures will lead to households that are more able to meet their basic needs.
- Fostering a sense of community. In a recent survey<sup>5</sup> for the Sustainable Thurston project, 85 percent of respondents contended that working together as a region to plan for the future would lead to an improved quality of life. Sixty-six percent believed that actions and participation as individuals could affect the planning and future of the region.



Walkable communities, such as those envisioned in centers and corridors and the neighborhood centers described in the Preferred Land-Use Scenario, will contribute to positive community health outcomes.



Reducing cost burden means reducing how much we pay for our daily needs relative to how much we earn. Compact communities, such as those envisioned in the Preferred Land-Use Scenario, call for housing in areas with increased and more affordable transportation choices — walking and transit — and greater energy efficiency.



## What steps are needed?

The Preferred Land-Use Scenario imagines that we create vibrant centers, corridors, and neighborhood centers while protecting rural residential lands, farmlands, prairies, and forest lands. Many of the actions needed to achieve this future are outlined in this and subsequent chapters but can be summarized as:

1. Focus on creating or enhancing walkable urban city and town centers in Bucoda, Grand Mound, Lacey, Olympia, Rainier, Rochester, Tenino, Tumwater, and Yelm. These places create the vital centers of our community, foster economic development and an innovative culture, and offer places to live, work, shop, and play.
2. Transition auto-oriented transit corridors into a more walkable urban form and seek opportunities for housing and a mix of services and amenities. These “nodes” along the corridor include the city centers and smaller clusters of activity at regular intervals.
3. Increase sustainable economic development activities, focusing on opportunities identified in the Economy chapter. Increase commercial infill and redevelopment in city and town centers and along major transit corridors. Look for opportunities for neighborhood commercial centers where appropriate.
4. Increase the range and choice of housing, especially in areas with access to goods and services such as transit. Focus on moderate, or “gentle,” density and accessible housing choices for neighborhoods to meet the needs of our changing demographics.
5. Rethink current low-density residential-only zoning districts in the urban areas. These districts encourage development to occur at densities too low for transit service, creating large neighborhoods with very few transportation options, which are often far away from jobs, goods, and services.
6. Use the remaining urban land supply more efficiently.
  - Take a comprehensive look at the vacant land supply, especially in the unincorporated urban growth area, and remove any areas from consideration that are not suitable for urban development because of environmental reasons, such as high groundwater, large amounts of wetlands, or steep slopes.
  - Assess the cost of extending infrastructure to the remainder of the urban growth areas, and consider the full costs of maintenance when determining appropriate areas for urban growth. Place areas within the unincorporated growth area without urban infrastructure (sewer or water lines) or with no specific plans to extend infrastructure into longer-term holding zones or lower-density development.

7. Increase opportunities for urban agriculture while accommodating growth.
8. Take into account property rights, vesting, and reasonable use of property. Since we have about a 10-to-12-year supply (TRPC estimate<sup>1</sup>) of residential lots and multifamily projects either permitted, vested, or proposed, work with property owners to encourage new development that supports the preferred land-use vision when possible.
9. Inventory and assess farmlands, forest lands, prairies, and other rural lands, and take steps such as re-examining rural zoning, create workable transferring or purchasing development rights programs, providing economic incentives, and improving the farm economy to protect the rural character of the Thurston Region.

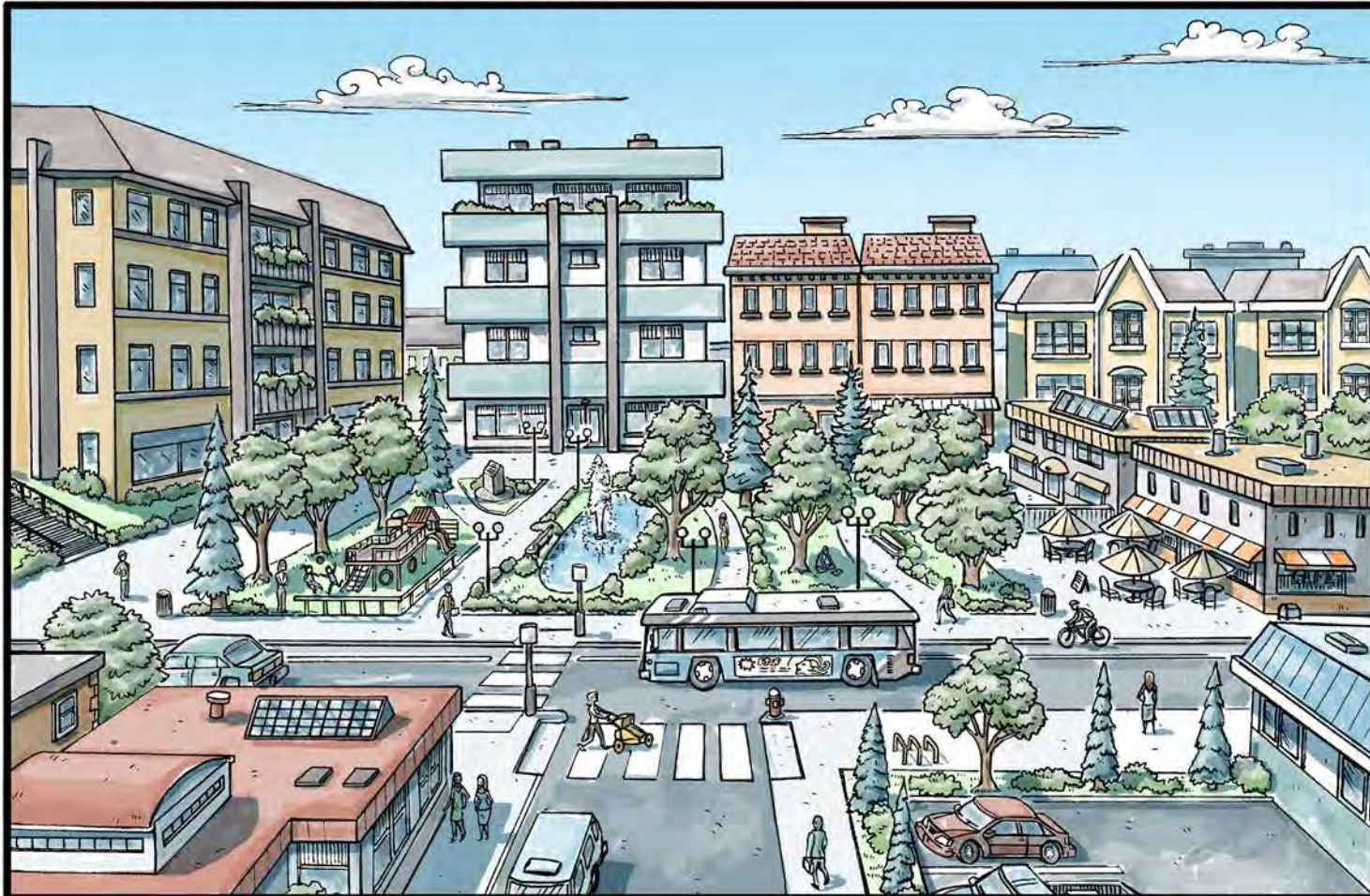
The remainder of this chapter looks at four types of places that constitute the built and natural environment of the Thurston Region:

- Northern Thurston County's urban area, composed of Lacey, Olympia, and Tumwater and the transit corridors that link the city centers;
- Southern Thurston County's cities and towns and rural communities — Bucoda, Grand Mound, Rainier, Rochester, Tenino, and Yelm — separated by rural lands;
- Neighborhoods that surround the centers in both northern and southern Thurston County; and,
- Rural and resource lands.

#### Sustainable Thurston Foundational Principles & Policies related to Community:

- Build and maintain distinct communities;
- Preserve and enhance the character and identity of existing urban, suburban, and rural communities while offering additional opportunities;
- Add cultural, social, and recreational opportunities in appropriate places and at a scale that supports community health and well-being;
- Support education, employment, and commercial opportunities that bolster community health and well-being; and,
- Respond and adapt to future social, economic, and environmental challenges.

## CITY CENTERS - NORTH COUNTY



A place to live, work, shop and play • Housing choices for a full range of ages and incomes • Multistory buildings with a mix of shops, offices and services • Easy & safe opportunities supporting walking, biking and riding transit • Well-designed buildings along beautiful streets or surrounding parks and plazas





# North County — Urban Corridors & Centers

Residents of the Thurston Region envision vibrant and walkable city centers in Olympia, Lacey, and Tumwater that serve

as the community's heart. Along the major transit corridors that connect these centers, residents want activity nodes that encourage

active transportation and serve surrounding neighborhoods with additional housing, jobs, and services.

## URBAN TRANSIT CORRIDORS

Not every block along the corridor will add taller, denser development. Rather, there will be districts of infill and redevelopment opportunity — e.g., the Brewery District between downtown Olympia and Tumwater's city center.

Urban center with a range of buildings, pedestrian-oriented blocks, and live/work/shop/play activities.

Low- and mid-rise office, multifamily housing and neighborhood-scale retail development.

Lower-density attached and detached housing that supports retail development along the corridor and utilizes frequent bus service.

Buildings step down from corridor, achieving compatibility between new multistory development and existing smaller-scale neighborhoods.

CORRIDOR

← Neighborhood Street →



Creating better pedestrian connections and replacing parking lots with human-scale commercial and residential buildings supports walking, biking and busing amid transit corridor districts.



SUSTAINABLE  
THURSTON  
connect • create • communicate

## Challenges & Opportunities

People in cities throughout the region want vibrant urban centers and corridors — places where people live, work, shop and play. People also envision these areas as the civic heart of cities where folks meet and share ideas. We need these places to attract and support innovators and the jobs their businesses create. Young workers, retirees, and others looking to downsize increasingly seek out these vital centers

in order to live where they can be less car-dependent and find community outside of their door.

The urban core — known regionally as North County — contains areas that are currently — or have the best potential to become — vibrant centers: downtown and West Olympia; Tumwater Town Center and the Brewery District; and Lacey’s Woodland District and planned Gateway Center.

Corridors — the old state highways — provide our major transportation routes, linking the existing centers. Corridors are served by our region’s most frequent transit service, and, in many areas, have the potential to transition from auto-oriented corridors to walkable areas with nodes of activity.

Centers and corridors can be the most challenging places to build because of complex parcel ownership, outdated infrastructure, soil contamination, parking requirements, and the community’s resistance and fear of change. Centers and corridors can also be expensive places to develop or redevelop. Some areas are in need of a face-lift to increase attractiveness, smooth congestion, and resolve other issues to increase their desirability.

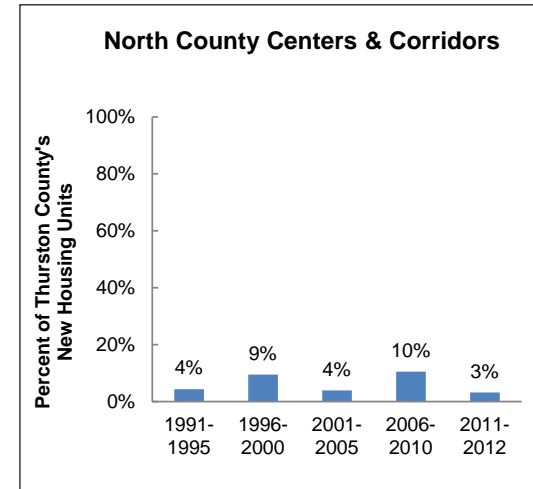
The biggest challenge is attracting enough housing and businesses to these areas that the community has already invested in. Little new commercial or residential development is occurring in the centers and along the corridors. Developers and businesses have tended to locate new projects on larger undeveloped sites toward the periphery of Lacey, Olympia, and Tumwater, largely avoiding the centers and urban transit corridors. Since 1995, less than 7 percent of residential units built were located in centers or corridors with excellent transit service.

One final challenge is community resistance — what is often referred to as NIMBYism or “Not In My Back Yard” for any new development in existing centers or neighborhoods. Typically what residents object to is the design of proposed buildings more than the density. In the Thurston Region, we’re beginning to resolve community conflicts through a process called District or Neighborhood Planning. This strategy asks businesses, residents, and other stakeholders to develop a vision, plan, and action plan focused on a specific area. District Planning also identifies the investments and strategies the cities can take to help encourage the type and form of development that the community supports. Although every area is different, one clear trend is emerging: businesses and residents welcome the opportunity to create a vision and have a voice in planning for the future.

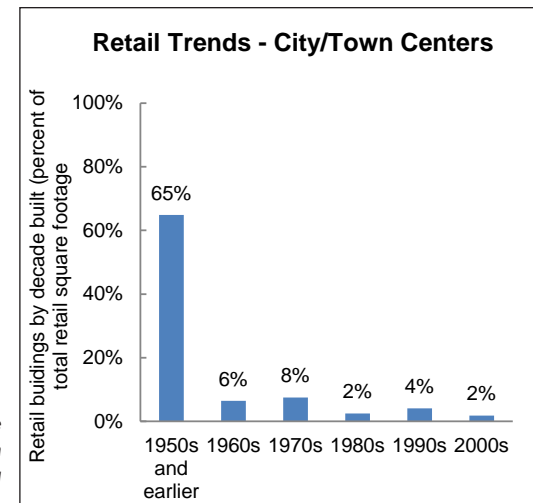
Some specific challenges that are addressed by the actions that conclude this chapter include:

- Community concerns about the design and density of infill and redevelopment and development regulations that do not provide predictability for the development community and residents;
- Aging infrastructure and lack of infrastructure that provides amenities such as sidewalks, street trees, bicycle lanes;
- Too little housing in our centers and corridors to support existing or new business and to support 24-hour activity and the safety that comes with a mix of residents looking out for one another and working with law enforcement;
- Large amounts of surface parking (in parking lots) adjacent to sidewalks discourages walking and saps vitality from the center;
- With fairly low market rents or sale prices for housing in urban areas of our region, the type and form of development the community envisions in centers and along corridors is not financially feasible without some incentives — for example, public financing of street and sidewalk improvements and tax breaks to bridge the gap between costs and revenue;
- Financing for new and unproven types of development can be difficult to obtain as financial institutions do not like to take risk; and,
- A lack of strategic economic development focus aimed at business creation, retention, and expansion in centers and corridors. Over time, this can lead to degraded areas.

*Prior to the 1960s, commercial retail buildings located in city centers. Trends have changed. First, retail growth began to locate in regional shopping centers, and then it moved to “big-box” freeway-oriented shopping areas. Trends appear to be changing again with a movement back to smaller neighborhood-scale businesses. Source: TRPC.*



*Less new housing than envisioned has located in Thurston County's North County centers and corridors — the areas with frequent transit service. Source: TRPC.*



## Sustainability Activities Already Underway

### Building Urban Corridor Communities

The Sustainable Thurston project had been underway for less than a year when the region applied for, and received, a follow-up grant focused on urban corridors and districts. This funding gives the region resources to develop an overall corridor strategy plan and develop three district plans.

**The city of Lacey is focusing on the Woodland District**, one of the region's major employment centers. This District is in the heart of Lacey, adjacent to St. Martin's University, the library, and city hall. Huntamer Park, with music, outdoor movies, and a summer farmers' market, anchors the District. This center includes numerous retail and service opportunities, such as groceries, discount shopping, dialysis centers and other medical services. Recent relocation and consolidation of state agencies to Olympia and Tumwater resulted in many vacant office buildings. The community envisions a mixed-use District with affordable residential, office, retail, services, and parks supported by multimodal streets and pedestrian walkways. The study will identify the tools and actions necessary to achieve the vision.

**The transformation of the Brewery District is Tumwater's focus.** This work expands on Tumwater's 2011 study of the former Olympia Brewery and will promote the commercial and residential revitalization and development of the Brewery District. This District includes the former brewery and the triangle of roads formed by Custer Way, Cleveland Avenue, and Capitol Boulevard. The District extends north to the Sunset Life property and south to E Street. Planning for the area is a priority of Tumwater's Strategic Plan. Part of the oldest portion of Tumwater, the Brewery District is located near the Deschutes River. This area was the original location of the first American settlement on Puget Sound and included a variety of commercial businesses and operations that took advantage of the river's power. Construction of Interstate 5, however, displaced this historic settlement, particularly the commercial portion. The highway destroyed the historic downtown, and commercial businesses moved east within the neighborhood as well as south of the neighborhood. Closure of the Olympia Brewery in 2003 affected the area further, resulting in a loss of jobs and a huge vacant site in the center of the Brewery District. This study will identify the tools and opportunities needed to revitalize the area into a walkable commercial and residential area in this historic portion of Tumwater.

**In Olympia, the focus is on the Martin Way corridor.** This area (Lilly Road on the east/State and Pacific avenues on the west) is close to Providence St. Peter Hospital and other regional medical facilities, a large open space and wetland area, and some of the last undeveloped parcels of land along Martin Way. While served by frequent transit service, the District does not have a complete sidewalk network, nor much density, despite its proximity to downtown Olympia. The results of this study will define the infrastructure investments, such as sidewalks, street frontage, and a stormwater system, to support the future development of the District.

The goals and actions that follow at the end of this chapter are designed to remove regulatory, financial, and perception barriers that stand in the way of adding vibrancy to these urban centers and the major transit corridors that connect them.

**Goal C-1: Create vibrant city centers and activity nodes along transit corridors that support active transportation and housing, jobs, and services.**

### Sustainability Outcomes

Vital centers and corridors are a major attractor for businesses and workers looking for places to live and work. Such areas also attract a growing population of young workers and seniors seeking to live in active places where they can find community outside their door — and do it without a car trip. Each successful project in a center adds vitality and helps pave the way for additional investments that result in the necessary mix of residential and commercial opportunities that people want.

Adding growth amid centers and the major transit corridors that connect them will reduce growth pressures on rural, resource, and natural areas. This will help protect forest cover and prairie habitat, as well as maintain stream and Puget Sound water quality.

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*"Development along corridors and near centers will enable Intercity Transit to serve the community with high quality service and help move our transportation system closer to sustainability. This development approach achieves many sustainability goals such as reduction of transportation greenhouse gas emissions and reducing the need for households to spend limited resources on transportation costs."*

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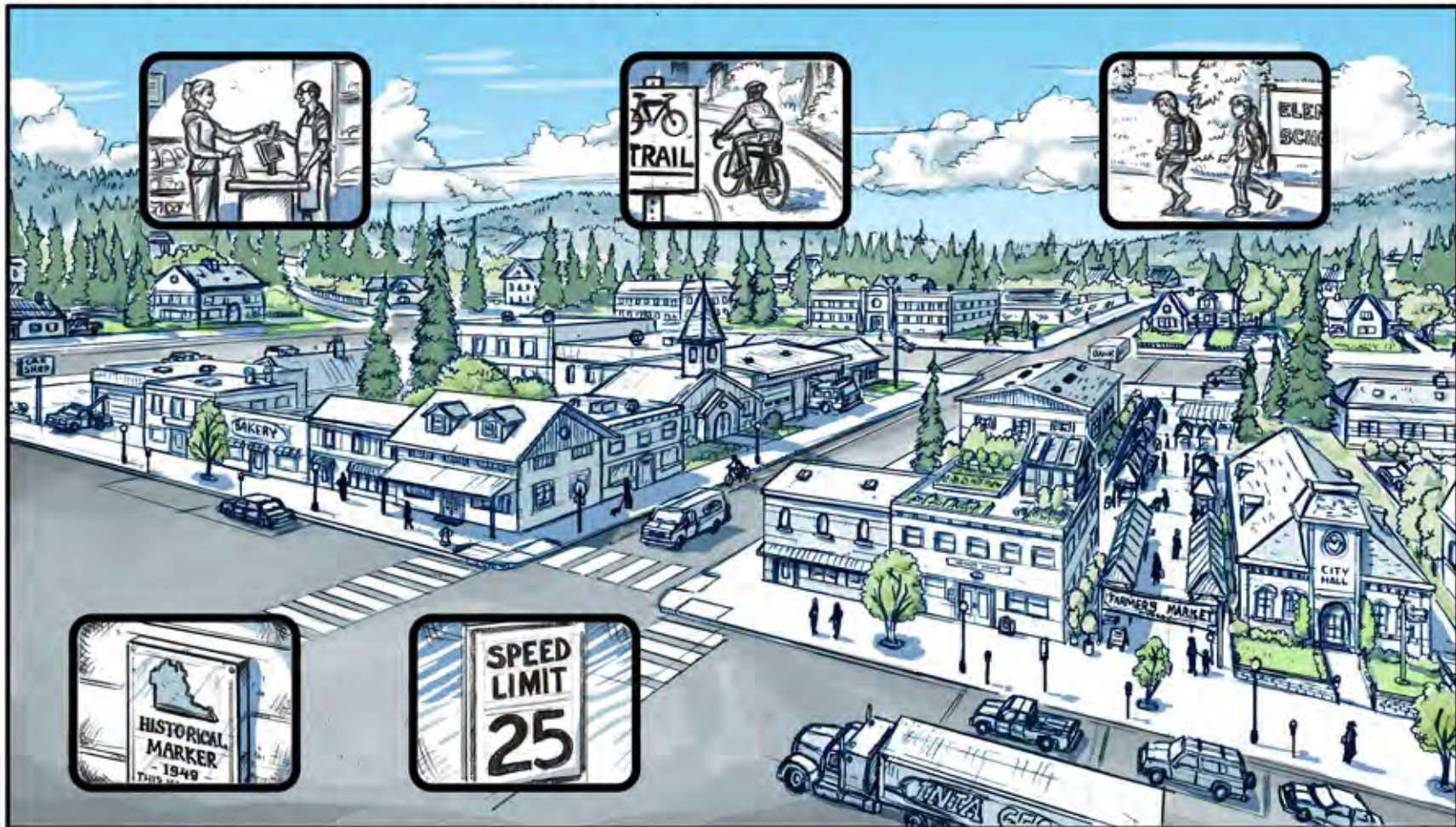
-Intercity Transit

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Focused urban areas are more efficient to serve with essential infrastructure, such as stormwater utilities that help protect water quality. Adding density where infrastructure already exists avoids huge costs to build new systems in undeveloped areas and costly future maintenance. Urban residents tend to use less energy — for transportation and other residential uses — which is important for reducing greenhouse gas emissions. In addition, urban residents use less water than suburban and rural residents — mainly as a result of smaller lot sizes. Air quality concerns tend to be higher for some urban residents living close to highways and other high-traffic areas — so attention must be paid to both emission and air filtration systems.



## CITY/TOWN CENTERS - SOUTH COUNTY



A healthy mix of homes, shops and services • Safe sidewalks and street crossings • Housing choices for all ages and incomes • Slower vehicles speeds • New buildings that blend with historic structures • Local residents who support shops • Green buildings that conserve energy and water • Centrally located schools



## South County — City/Town Centers

Residents in southern Thurston County — an area known regionally as the South County — want small cities, towns, and rural communities that provide a range of goods and services, housing options, and jobs. People also want vibrant business districts at the center of these communities to foster entrepreneurship and reflect a unique sense of place, civic pride, and small-town atmosphere.

### Challenges & Opportunities

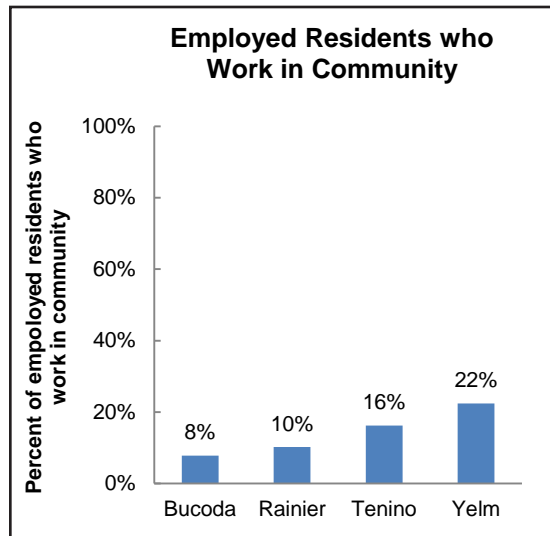
Yelm — one of the fastest-growing cities in the state — is beginning to realize this vision. During the past two decades, Yelm has emerged as a retail and service hub for southern Pierce and Thurston counties. Yelm's downtown currently offers a wide variety of shops, restaurants, a medical services center, movie theater, farmers' market, and a public library.

The other South County communities — Bucoda, Grand Mound, Rainier, Rochester, and Tenino — have not fared as well. Additional shopping opportunities in south Tumwater, Yelm and Centralia, have sapped the vitality of many of the businesses and downtowns in South County. Gone are Rainier's grocery store and Tenino's hardware store. Residents can still get in a car and shop at a big-box store outside the community with relative ease, but this expenditure weakens the sense of character and the economic vitality of the downtowns of South County.

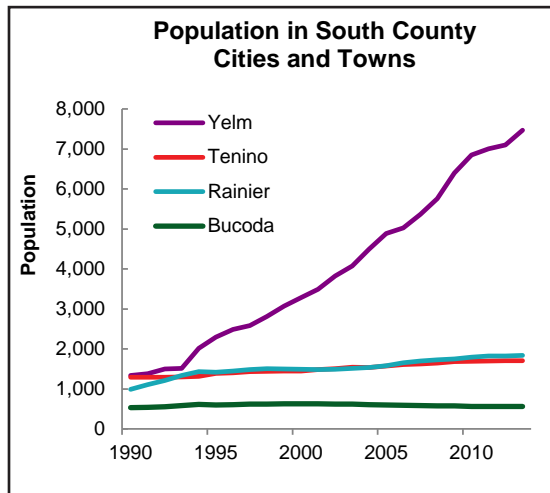
Still, in the face of stiff competition from large retailers to the north and south, small businesses, such as Tenino's Sandstone Cafe and Rainier's Main Street Cookie Company have prospered. Carving out additional entrepreneurial niches — including tourism — will help to boost the vibrancy of South County communities.

Investment in infrastructure also plays a role. Tenino's new sewer system allows the city to add homes and businesses in the compact form needed to create vitality in the downtown. Since the installation of the sewer, several new restaurants have opened. The Grand Mound area also has a sewer and a draft master plan that envisions more opportunities to live, work, shop and play. Lack of sewer in Rainier and Bucoda will limit their ability to add more businesses and homes near their downtowns. Rochester is not currently identified as a growth area, but the community does have a small business district.

Finally, many South County residents commute elsewhere for work, taking their time, talents, and spending dollars with them. According to survey data, less than 25 percent of the labor force in Bucoda, Rainier, Tenino, and Yelm work in the community where they live. Increasing telework, entrepreneurship, home-based and cottage businesses, workforce training, and manufacturing opportunities will encourage more residents to spend time and money in the South County communities.



Creating economic opportunities in South County cities and towns will encourage more residents to spend time and money closer to home. Source: 2010-2013 Survey Data, TRPC.



The city of Yelm experienced rapid growth starting in the early 1990s after it invested in sewer infrastructure. Source: Washington State Office of Financial Management population estimates.

More people living and working close to the business districts of South County will create more demand for shops and services, which in turn, will bring more people to the downtowns — a cycle that will help to generate the vibrancy desired by South County residents.

### Yelm

While located within the South County, Yelm is much larger than its neighbor cities and towns. Yelm has been one of the fastest-growing communities in Washington during the last 15 years, and it is projected to have the highest rate of growth in Thurston County during the next 20-25 years. Much of the growth — both residential and commercial — will locate in a planned community to the west of the existing downtown. Yelm shares some of the same challenges as the other South County communities — namely a downtown that is on a state highway and a continued need to focus on economic growth — but it is a very unique community. Perhaps Yelm's greatest challenge is the city's proximity to Joint Base Lewis-McChord (JBLM). In large part, expansion and consolidation of JBLM resulted in the rapid growth of both Yelm and Lacey and rural areas surrounding the communities. Compact growth in the urban areas means less rural growth that puts pressure on already-congested streets. Less rural growth helps stretch school transportation and emergency services budgets, helps reduce growing pains and leads to future economic stability.



## Sustainability Activities Already Underway

### Growing the South County Economy

The South Thurston Economic Development Initiative (STEDI) is a fledgling effort that seeks to promote community and economic development in the southern portion of Thurston County. The effort was initiated by Bucoda, Rainier, Tenino, Yelm, Grand Mound and Rochester, in collaboration with agencies, including the Thurston Economic Development Council, Thurston Regional Planning Council, Washington State University Cooperative Extension, and the Olympia-Lacey-Tumwater Visitor & Convention Bureau, as a means to promote additional economic opportunities and quality-of-life enhancements for area residents.

Key initiatives identified through initial meetings include:

- How best to promote tourism in South County;
- How best to have area businesses tap into resources available from business-training and tourism organizations present in the northern portion of the county; and,
- How best to encourage South County businesses to use various types of new media.



*The main drag through downtown Yelm.*

Some specific challenges in the South County cities and towns that are addressed by the actions at the conclusion of this chapter include:

- Many residents commute elsewhere for work, taking their time, talents, and spending dollars along;
- A significant amount of purchases by South County residents occur in Yelm, Centralia, and the North County. These purchases draw business away from Rainier, Tenino, and Bucoda, and result in sales tax benefits going to other jurisdictions;
- Tourism holds promise, but even that approach has challenges. A limited number of activities and insufficient resources for marketing constrain the number of visitors;
- Pedestrians find the downtowns in many of the communities to be uncomfortable, even though the areas were originally designed for travel on foot. Highways run through most of the South County downtowns. These roadways — in tandem with narrow sidewalks — tend to create an unpleasant atmosphere for people walking. A highway by-pass road and full street improvements in Yelm demonstrate the value of having a vision and taking action toward it a priority;
- Lack of infrastructure limits new business growth and development, especially in areas such as Bucoda, Rainier and Rochester that do not have sewer systems. In these downtowns, new businesses must meet septic drain field requirements, which can be particularly burdensome for uses such as restaurants and areas with very small lot sizes (such as those in the business districts); and,
- South County residents drive many more miles than their northern counterparts and so are more vulnerable to the impacts of fuel price increases on their household budget.

**Goal C-2: Create safe and vibrant South County city and town centers that foster entrepreneurship, active transportation, civic pride, and a sense of place.**

### Sustainability Outcomes

Adding businesses in the South County centers will enable residents to purchase more goods locally — supporting additional jobs in the community and enhancing local sales tax revenues.

Improving key areas for pedestrian travel will encourage more walking within the communities — enhancing health and decreasing chronic disease and the associated costs to households and health service providers.

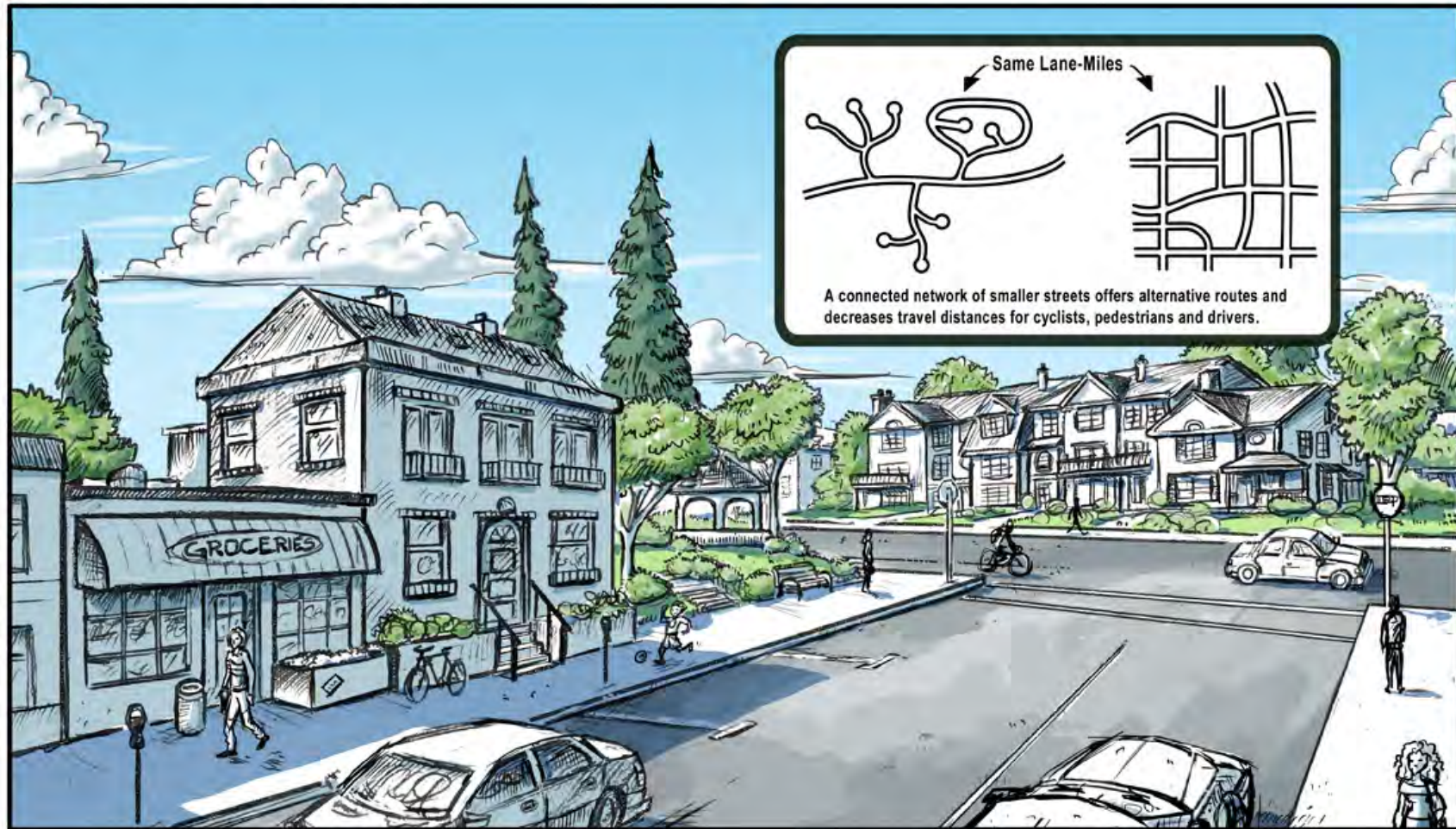
Creating vibrant communities within the South County will encourage additional development within the areas and help take pressure off the development of agriculture and rural land.



*Downtown Tenino gets into the holiday spirit.*



## NEIGHBORHOODS



Small shops patronized by nearby residents • Connected streets • Sidewalks • Bike lanes • Well-designed multifamily housing • Pocket parks • Street-level activity • Opportunities for neighborhood interaction



# Neighborhoods

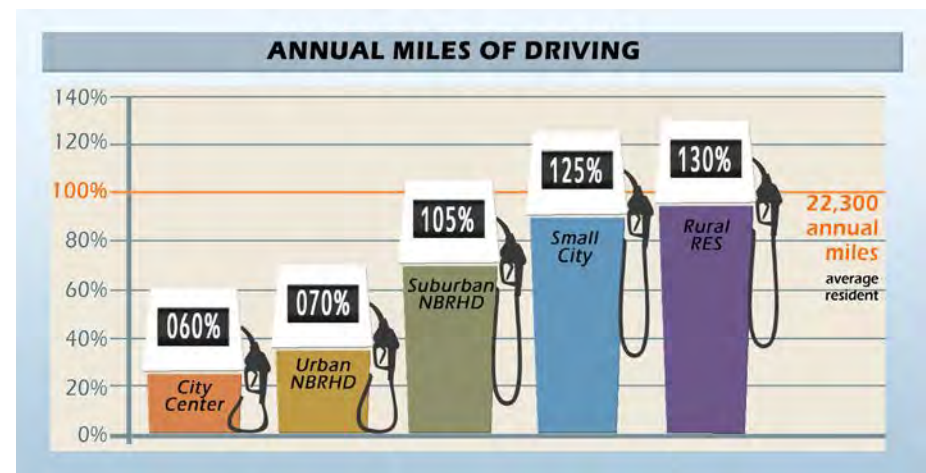
Residents of the Thurston Region envision safe neighborhoods that provide a sense of community. Beyond these basics, people want more destinations close to home — more parks, coffee shops, and other places to gather with neighbors and more options to get around safely without making a car trip.

## Challenges & Opportunities

Most people in the region live in urban or suburban neighborhoods, in single-family homes or garden-style apartments. While we may love these places, we could make improvements that support our lifestyles in a more sustainable way. It's a balance between privacy, backyards, transit access, affordability, neighborhood activity, and walkability. Ideally, our urban neighborhoods would have it all. A unique identity. Places to grow our own food and generate our own energy. Local businesses and great schools within walking distance. Social places to gather or recreate. Jobs close by or opportunities to start a business at home. Travel options to meet our daily needs.

The key is choices. People want a full range of choices so they can live where it suits them best as they move through life stages. Singles have different needs and desires than families. As we age, we may want to downsize — not just homes, but also yards and maintenance.

The challenge: We can't have it all. Most people don't envision driving long distances to work and sitting in traffic — or spending an ever-increasing portion of their paycheck at the gas pump. Yet many people are forced into this situation by the way we design our cities. This Plan presents a few solutions. Bring some jobs, services, and activity closer to existing neighborhoods, and create more opportunities for housing near existing jobs and services — ensuring that we retain the things we love about our neighborhoods.



How much of your paycheck goes to the gas pump? People who live in urban neighborhoods and city centers tend to drive 60 to 70 percent of the miles driven by the average Thurston County resident. Source: Center of Neighborhood Technology via TRPC.



Some specific challenges that have been identified include:

- The majority of neighborhoods in the Thurston Region are built with a single type of use — such as single-family homes — and are too far from any commercial services and parks to encourage walking, biking, or using transit;
- Adding different types of uses and activities may change existing neighborhoods. Additional housing and shopping choices close by will be welcomed by some — not so much by others;
- Land-use regulations that result in less diverse types of housing (e.g., single-family homes only) and do not allow neighborhood-scale commercial or appropriately scaled multifamily buildings result in “drive mostly” neighborhoods — offering few choices for reducing car dependence, since they have neither the density nor the destinations needed to support transit, walking, and biking;
- Where businesses are wanted, there will need to be enough housing close by to support them. A small neighborhood commercial area of 15,000 square feet typically requires 500 units within a quarter-mile, and 1,000 units within a half-mile<sup>6</sup> — nowhere near the typical density of neighborhoods in the Thurston Region;
- Even minimal bus service requires a certain number of housing units within walking distance of a route. Quality service requires a high density of residential and commercial services in close proximity to be effective;
- Taking action to use land more efficiently is important. There is a 12-year supply of housing already planned, but these may build out at a density that won't support urban form and the activity necessary to achieve the Sustainable Thurston Vision.
- Parts of the remaining undeveloped growth area are heavily encumbered by environmental constraints, such as wetlands, are costly to serve with infrastructure and may not be the best places for urban growth;
- Many existing urban neighborhoods lack urban infrastructure such as sewer. Cities are hesitant to annex these areas and assume the financial burden of upgrading infrastructure. Yet many septic systems are failing due to age — a cause of concern for water quality, and in some urban areas development is still allowed on septics;
- Portions of the urban areas have transportation infrastructure that is not updated to current standards. Of particular note are the dead-end streets that force residents to travel circuitous routes to reach their destinations, discourage walking and bicycling, and limit emergency service access;
- Many residents of suburban neighborhoods do not have convenient access to healthy food; and,
- Ways for jurisdictions and neighborhoods to collaborate on smaller improvements are not well established. Areas where nearby neighbors recognize an enhancement is possible — such as a park, a garden, or sitting space — typically go unrealized by jurisdictions because they are unaware of the idea or unable to devote resources to the project.

The goal below and associated actions at this end of the chapter will help the region achieve its community priorities and broader sustainable development vision.

### Goal C-3: Create safe and vibrant neighborhoods with places that build community and encourage active transportation.

#### Sustainability Outcomes

Creating good access to services in existing small, medium, and large neighborhood commercial hubs supports business, expands the local tax base, and decreases the number of car trips and distance traveled — saving household dollars.

Compact neighborhoods require less energy and water per household. They will need stormwater systems to capture water runoff, but these can sometimes be incorporated into street and park design. Infill within existing urban neighborhoods will increase the likelihood of providing sewer service to urban residents on septic systems. This will reduce the amount of nitrates entering our groundwater that can threaten our drinking water source.

Opportunity for nearby shopping and services will be determined by the number of households within walking distance or a short drive. Connecting streets encourages more walking and biking as well as increases opportunities for driving fewer miles and reducing traffic on streets. More people living in close proximity to a transit route and traveling to activity centers will determine the amount of service offered. Building housing in a way that uses less land takes pressure off of land not yet built upon in both urban and rural areas.

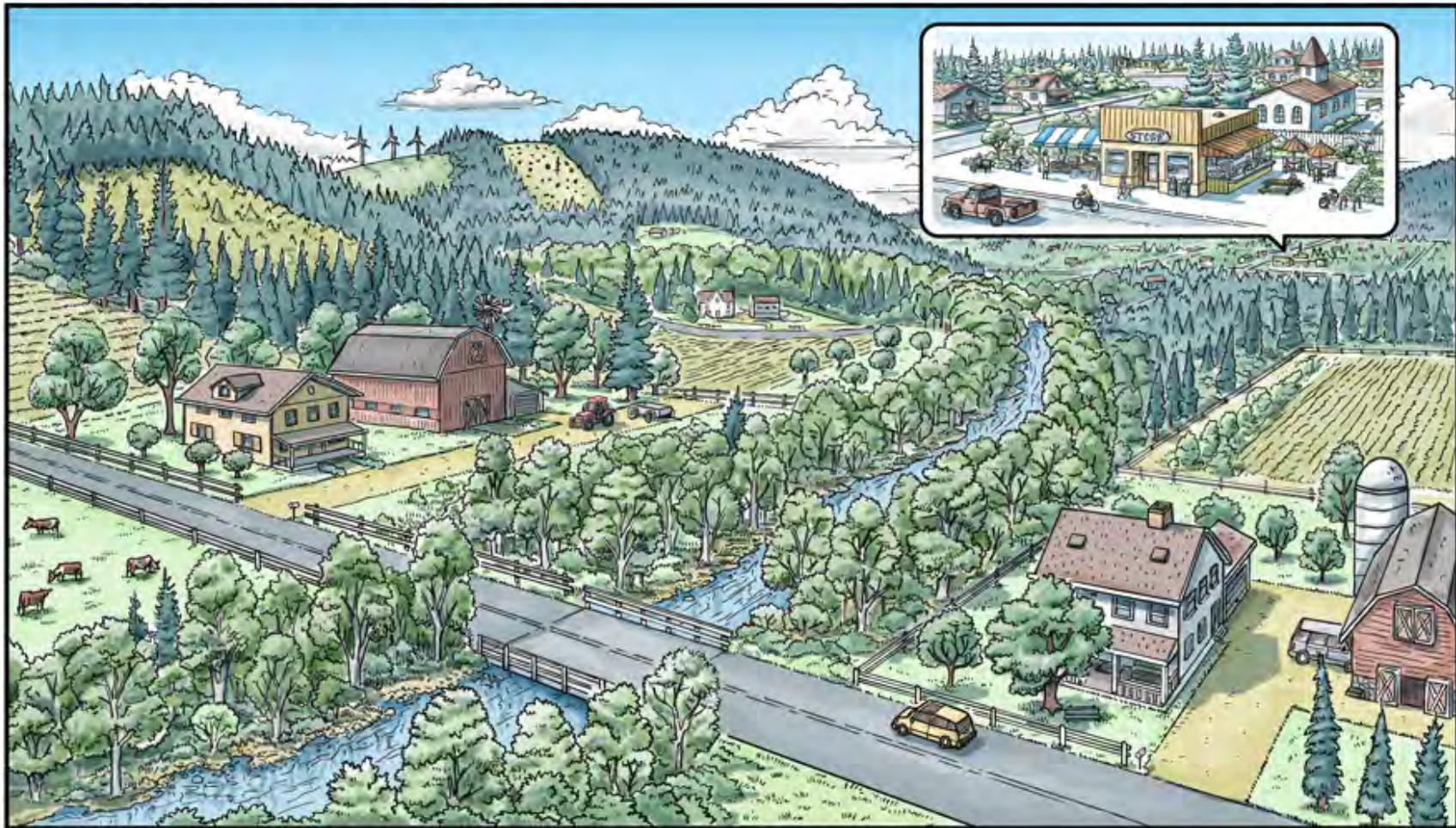
The most affordable housing will be where households can choose less car ownership and use. Easy and safe walk, bike, and transit access from neighborhoods to service and jobs centers makes living with fewer cars possible.



*When there is not enough density to support permanent services, one strategy might be to allow food carts into the neighborhood at certain times or days.*



## RURAL & RESOURCE LANDS



Mix of farms, forests, rural households and small-scale businesses at commercial crossroads •  
Protects region's natural resources • Preserves opportunities for rural living





## Rural & Resource Lands

Residents of the Thurston Region envision rural areas remaining bucolic in character, with single-family homes on large lots, farms, forests, and large expanses of natural areas. Rural residents prize the freedom they feel in such areas and envision a high degree of autonomy and self-sufficiency into the future, though they also want some nearby services and job opportunities.



**1992...** Farmlands near Rochester, Wash. in the Chehalis River Valley

### Challenges & Opportunities

Rural and resource lands across the country are vulnerable to residential sprawl. Locally, we've seen our agricultural and forest lands become housing subdivisions. Rural residents want to ensure that their land and investments maintain their value. Those on the urban fringe often find that selling to developers yields more profit than maintaining a resource-based business.



**2012...** Small residential rural subdivisions dot the landscape 20 years later

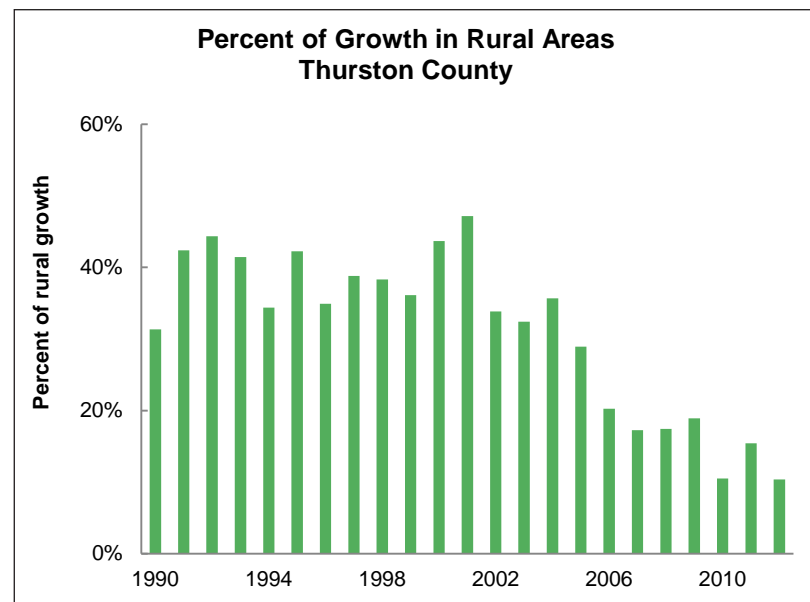
Maintaining the value of rural properties may face greater challenges in the future. Across the country, a growing number of people are choosing to live in walkable urban neighborhoods rather than suburban or rural areas far from activities. If that trend prevails here, overbuilding rural residences may mean existing rural homes will lose their value.

The key is balance. Allow for some rural growth, especially that which is needed to support rural activities such as farming, or family member units to ensure that aging rural residents have family nearby. At the same time, do not encourage rural sprawl. People living in rural homes will then have the flexibility to move when they are ready, opening up opportunities for others who desire a rural lifestyle.

Residents see economic resilience as a strong part of this vision, expressing a desire for rural self-sufficiency. Reinvesting in our resource-based economy and providing incentives such as tax breaks to keep land in rural resource uses will help preserve rural lands.

Rural area challenges for local governments include:

- Per person, it is more costly to provide services and maintain infrastructure in rural areas than those in urban areas. Because these homes are spread out, it takes longer for emergency services to reach them, and there are more miles of road to maintain;
- Rural residents face high travel costs. Such people generally spend more time and travel more miles for their daily commutes or to conduct their errands, since the job centers and stores are in the urban areas. This means more money is spent at the gas pump — money that leaves our region and won't be available to recirculate within our communities;
- Between 1950 and 2008, Thurston County lost 90,000 acres of farmland — 50 percent of its agricultural lands — to residential development, changing rural character and depleting future opportunities to strengthen local food systems<sup>7</sup>;



*Rural growth (new permits minus demolitions) dropped steadily during the last decade. However, even at a more modest growth rate than previous decades, rural residential growth strains Thurston County's emergency services, needs infrastructure that is costly to maintain, and puts forest land, farmlands, and critical habitats at risk of urbanization. Source: Thurston Regional Planning Council.*

- Recent proposals to list prairie species as threatened and endangered under the Endangered Species Act require habitat conservation and management plans that will affect rural, resource, and likely some urban lands;
- Most rural homes use onsite septic systems, which increasingly have been found to leak and threaten water quality; and,
- Most rural homes are on exempt wells. These wells do not require a water right and are therefore easy to drill, but over time, many small wells can have a large impact on the groundwater. Allowing more exempt wells in a rural area may lower the water table, leaving existing residents with dry wells. Conservation is difficult to encourage with exempt wells, as they are unmetered, so the owners have no cost incentive to conserve.

Some specific challenges related to the rural areas include:

- Understanding how much agricultural land is necessary to maintain local food systems, forest cover is necessary to maintain water quality, and habitat is necessary to protect endangered or threatened species;
- Increasing the economic viability of farming to keep farmers on local farms and preserve farmland; and,
- Protecting critical habitats while maintaining property rights.

The goal and actions at the end of the chapter will help address the challenges listed above.

**Goal C-4: Protect the region's farms, forests, prairies, and open spaces while providing places for those choosing a rural lifestyle.**

### Sustainability Outcomes

Preserving rural, natural, and resource lands is a key element of environmental protection and sustainability. Forest lands store carbon dioxide and help mitigate global climate change. When stream basins have more than 65 percent forest cover, the streams generally function well. Well-managed agricultural lands have less of an impact on the environment than urban lands. Removing growth pressures on prairie lands and other natural lands maintains critical habitats until they can be protected by long-term strategies.

Maintaining rural character would ensure that a rural lifestyle remains available for those who choose it. Shifting new households and jobs as much as possible from rural areas to cities, towns, and identified community growth areas would preserve rural character and aid in creating the envisioned centers, corridors and neighborhoods. Providing a few day-to-day services at existing commercial crossroad areas can enhance a rural community hub for surrounding residents. Large numbers of rural residents travel to cities to work each day.

More opportunities to telecommute, carpool, or vanpool will reduce miles traveled.

Rural lifestyle choices would continue to be available for those who choose them, even if most new housing is located in cities and towns.

Increased traffic on rural roads, car dependence and use, and increased cost of emergency services to rural areas erodes rural quality of life and increases costs to the region as a whole. New rural housing increases pressure on land currently used to preserve farm, forest, and other resource lands.

Preserving farmland would support local, sustainable production of plant and animal products. Healthy food choices will be encouraged by making fresh food available at existing small crossroad service centers, as well as at urban markets.

## Agritourism Comes to Thurston County

Thurston County adopted the Agritourism Overlay District (AOD) Ordinance in 2012, giving South County farmers a much-needed boost. The ordinance is the result of the collaborative work among local farms, wineries, the Olympia Lacey Tumwater Visitor and Convention Bureau, Thurston Regional Planning Council, and other business owners to help farmers make a living all year round.

The term “agritourism” generally refers to any activity that attracts visitors to a farm or ranch. Agritourists can choose from a wide range of activities that include picking fruits and vegetables, riding horses, tasting honey, learning about wine- and cheese-making, engaging in ecotourism or shopping in farm gift shops and farm stands for local hand-crafted goods. Farmers, ranchers, distillers and food artisans are showing an increased interest in starting agritourism ventures as a way to boost the local economy by purchasing locally produced items.

The ordinance is designed to reduce regulatory barriers, streamline permitting, and help guide and encourage future development of agritourism operations within the overlay district. The ordinance covers activities including farmers’ markets, overnight farm stays, farm stores and bakeries, country inns, wineries, breweries and more.

Fred Colvin, a local farmer and former Agriculture Committee member, sees the benefits of agritourism. “Agritourism is just another way for the (agriculture) community to connect with others in the community as well as provide for diversification to help make agriculture more viable,” he said. “The county’s efforts should open up new opportunities for the farming community, and I thank the county for leadership on this.”

The ordinance encompasses about 40 percent of the non-forestry-zoned acreage in Thurston County, primarily in the south. Because it’s the first time something like this has ever been done in region, the Thurston County Board of Commissioners will revisit the ordinance to determine if adjustments to boundaries or other components are needed. To learn more about agritourism in Thurston County, visit [www.co.thurston.wa.us/permitting/agriculture/agriculture-tourism.html](http://www.co.thurston.wa.us/permitting/agriculture/agriculture-tourism.html).

The following table includes Community goals and actions, as well as the timeline, lead, and partners for each action. Timeline definitions are as follows: Underway, Short (1-3 yrs); Medium (3-10 yrs); Long (10-20 yrs). See Appendix for lead and partner acronyms and explanations.

COMMUNITY				
Goals and Actions		Timeline	Lead	Partners
GOAL C-1	North County — Urban Corridors & Centers: Create vibrant city centers and activity nodes along transit corridors that support active transportation and housing, jobs, and services.			
Action C-1.1	Conduct District and Neighborhood area planning. Involve the neighborhood in the process, answer questions up front, and encourage sharing of ideas and information with the goal of creating clarity and predictability about outcomes. Processes include discussions about: density and design; and using form-based codes or other tools that may streamline the permit process by creating more certainty about outcomes that may reduce opposition and costly delays. Identify specific action steps needed to achieve resulting District or Neighborhood vision.	Underway	North County cities	County; IT; EDC; TRPC; Chambers
Action C-1.2	Invest public money to attract private investment in development projects. Create an investment strategy for critical infrastructure and place-making amenities (e.g., street trees, sidewalks, bike lanes, and traffic-calming devices.)	Short; Medium	North County cities; County	IT; LOTT; Finance
Action C-1.3	Pursue grants and loans for mixed-income or subsidized housing, and other types of desired investments.	Short	County; Olympia; Housing Authority	Nonprofits
Action C-1.4	Encourage efficient use of land and building form that encourages walkability. Steps include: enforcing maximum parking requirements or eliminating minimum parking requirements altogether to reduce large expanses of surface parking. Consider strategies such as shared parking, charging for parking, and other means to reduce the need for large amounts of land used for parking.	Short	North County cities	County; IT



# COMMUNITY

Goals and Actions		Timeline	Lead	Partners
Action C-1.5	Utilize incentives to improve financial viability for infill and redevelopment projects. This includes: Special Valuation Multi-family tax program, reducing or eliminating impact fees, using Purchase of Development Rights (PDR) or Transfer of Development Rights (TDR) programs that have been tested for feasibility, waiving stormwater fees for a number of years, providing frontage and utility improvements, eliminating connection charges, etc.	Short; Medium	North County cities	County; TRPC
Action C-1.6	Work with private financial institutions to provide innovative financing tools to supply credit for center or corridor projects. This includes: creating a community lending pool to supply credit for projects (e.g., spreading the financial risk among several local banks or investors); and other tools and programs that will help the financial viability of projects.	Medium	North County cities	Finance
Action C-1.7	Form partnerships and do market analyses to identify priority opportunities for center and corridor development. Create conditions that attract investments in center projects. This includes: building infrastructure as part of a project to make it financially viable; working with state and local governments to maintain and build their offices in urban centers; and, forge a regional agreement to support center-focused development.	Short; Medium; Long	North County cities	County; IT; TRPC; EDC; Chambers
Action C-1.8	Where appropriate, hire an ombudsman to market center development sites or master-planned areas. Resolve issues during the development process in a way that meets city expectations and development financial and timeline constraints.	Short	North County cities	EDC; Chambers
Action C-1.9	Review and update as appropriate individual jurisdictions' architectural and design guidelines and ensure design review procedures and boards are capable of effectively considering unique needs of urban and mixed-use projects. Consider contracting with an urban architect specifically to support center and corridor development by identifying ways to meet cities' design expectations.	Short	North County cities	Developers

## COMMUNITY

Goals and Actions		Timeline	Lead	Partners
Action C-1.10	Create public-private or public-public land swap strategies to reduce the cost and risk of investments in centers and corridors. This includes considering swapping public lands that are underused and that could be developed more strategically by another government agency or private interest. This also includes amassing parcels in strategic locations and reselling them to a private development partner, or participating in a public-private development opportunity within the bounds of existing law.	Short	North County cities; County	IT; State; School districts
Action C-1.11	Form a multiagency partnership to foster conditions that attract investments in center and corridor projects. This entails collaborating among center and corridor communities, identifying opportunities, and recruiting developers.	Short	North County cities	County; IT; TRPC; EDC; Chambers; Developers
Action C-1.12	Where appropriate pursue a legislative agenda to improve financial feasibility of infill projects, and reduce the risk and cost of center and corridor redevelopment. This may entail identifying barriers to innovative development strategies and working toward potential solutions through the legislative process. This may also build on the working relationship with the State Capitol Committee, and others to rectify policies that create unintended regulatory barriers. Form partnerships with statewide organizations to advocate for solutions.	Medium	TRPC; Cities/towns; County	EDC; State
Action C-1.13	Establish a Main Street program or business district in centers where warranted.	Short	Cities/towns	Chambers; EDC

# COMMUNITY

Goals and Actions		Timeline	Lead	Partners
GOAL C-2	South County — City/Town Centers: Create safe and vibrant South County city and town centers that foster entrepreneurship, active transportation, civic pride, and a sense of place.			
Action C-2.1	Encourage commercial and cultural activity centers in South County communities.	Underway	South County cities/places	Chambers; EDC; TRPC
Action C-2.2	Continue to support coordinated economic and community building activities among South County communities.	Underway	South County cities/places	Chambers; EDC; TRPC
Action C-2.3	Identify opportunities to support existing and prospective entrepreneurs in South County communities. This includes: conducting interviews of existing businesses; identifying resources that may support those businesses; identifying niche markets where entrepreneurs of any scale can be successful; and, tailoring entrepreneurship training currently delivered in Lacey, Olympia, and Tumwater to communities in South County.	Underway	South County cities/places	Chambers; EDC; TRPC
Action C-2.4	Support workforce development training in southern Thurston County to promote new industries.	Short	South County cities/places	Chambers; EDC; TRPC; Higher Ed
Action C-2.5	Improve marketing of potential development and business opportunities available in South County. This includes: conducting an inventory of existing developable lands within South County communities, with the details of properties available to inquiring businesses; identifying potential niche or underserved markets; and making potential opportunities and locations for business more easily available.	Short	South County cities/places	EDC; TRPC

## COMMUNITY

Goals and Actions		Timeline	Lead	Partners
Action C-2.6	<p>Work on developing an infrastructure for tourism in South Thurston County.</p> <p>This includes: identifying a series of activities throughout the area that could be used to market “A Day in South County” and building on the existing strengths of each community; building a series of distinct events that could bring individuals to each community on multiple days of the year; cross-marketing other South County communities as part of events; developing activities in each community that would engage individuals throughout their stay (e.g., an outdoor coffee shop with nearby shopping, an eatery, a bar, and outdoor recreational opportunities); and, creating places for individuals to stay, such as campgrounds, RV Parks, bed-and-breakfasts, and hotels.</p>	Underway	South County cities/places	VCB; Chambers
Action C-2.7	<p>Build on the quality of place within each of the historic community centers.</p> <p>This includes: ensuring the retention of unique historic architecture and design features during the remodel of storefronts, as well as ensuring that new development complements historic development, when appropriate.</p>	Short	South County cities/places	
Action C-2.8	<p>Develop a coordinated State Route 507/U.S. Highway 12 “Main Street” or economic development program for the communities of Rainier, Tenino, Bucoda, and Rochester.</p> <p>This entails identifying whether a joint program for the communities is desired, and then entails taking steps to share resources on the development and implementation of the program.</p>	Short	South County cities/places	TRPC; Chambers
Action C-2.9	<p>Minimize the impact of highways on each of the historic South County community centers.</p> <p>This entails working with the Washington State Department of Transportation to minimize the impacts of State Route 507 and U.S. Highway 12 on the downtowns of South County communities. Consider strategies to reduce the impacts of high traffic volumes, speeds, and truck traffic on business districts that were originally designed for pedestrians.</p>	Short	TRPC	South County cities/places

## COMMUNITY

Goals and Actions		Timeline	Lead	Partners
Action C-2.10	Invest public money to attract private investment in the development of the South County centers. This includes: developing an investment strategy for infrastructure and place-making amenities; identifying infrastructure needed (streets, sidewalks, utilities) and leveraging public resources to attract private investments in desired project types; and, evaluating public amenities lacking in centers (street trees, parks, plazas) and developing an investment strategy to complete these over time or as part of development projects.	Medium	South County cities/places	TRPC; Chambers
Action C-2.11	Coordinate with Thurston County to ensure that rural development that generates pass-through traffic within incorporated communities pays its fair share for necessary road improvements.	Short	South County cities/places	TRPC
Action C-2.12	Develop sewer plans for Rainier and Bucoda and ensure that the potential cost burden on residents is a fundamental consideration in the development of the systems.	Short; Medium	Rainier; Bucoda	
Action C-2.13	Develop and implement new and existing master plans such as the Grand Mound master plan.	Short; Medium	County	Tribes; PSE
Action C-2.14	Promote telework in South County towns and cities to keep workers and their dollars local and reduce vehicle miles traveled.	Underway	TRPC	

# COMMUNITY

Goals and Actions		Timeline	Lead	Partners
GOAL C-3	Neighborhoods: Create safe and vibrant neighborhoods with places that build community and encourage active transportation.			
Action C-3.1	<p>Conduct neighborhood area planning with the goal of: increasing housing density and diversity; identifying opportunities for small neighborhood commercial centers; and preserving neighborhood character and quality of life.</p> <p>This includes: rezoning neighborhoods to allow for a mix of housing types that include single-family homes and “middle-density” choices such as accessory dwelling units, duplexes, triplex, fourplexes, townhouses, and mansion apartments in appropriate locations.</p>	Short; Medium	Cities/towns	County; IT; EDC; Chambers; TRPC; PSE
Action C-3.2	<p>Work to establish “20-minute neighborhoods” that offer most neighborhood residents an array of basic services within a half mile or 20 minute walk from home.</p> <p>This entails: adjusting zoning and regulations to allow neighborhood-scale commercial development with appropriate amounts of parking.</p>	Short; Medium	Cities/towns	IT
Action C-3.3	<p>Encourage appropriately scaled home-based business and live/work opportunities in neighborhoods.</p> <p>This offers less risk for new business startups that foster entrepreneurs and new businesses. Allow historic buildings to be used for otherwise non-permitted uses to encourage preservation.</p>	Short	Cities/towns	
Action C-3.4	<p>Expand transit routes and increase service frequency where the density, land uses, street design, and location of neighborhoods between main activity center destinations will result in good service usage.</p>	Short; Medium; Long	IT; R/T	Cities/towns
Action C-3.5	<p>Rethink low density residential-only zoning districts in the urban areas where there is still greenfield buildable land.</p> <p>These zoning districts encourage development to occur at densities too low to be serviced by transit, creating large neighborhoods that have very few transportation options, and often are far away from jobs, goods, and services.</p>	Short	Cities/towns; County	TRPC
Action C-3.6	<p>Take a comprehensive look at the vacant land supply in the unincorporated urban growth area, and remove any areas that are not suitable for urban development for environmental reasons such as high groundwater, large amounts of wetlands, location in relation to streams, rivers, and floodplains, or steep slopes.</p>	Medium	Cities/towns; County	TRPC

# COMMUNITY

Goals and Actions		Timeline	Lead	Partners
Action C-3.7	<p>Assess the cost of extending infrastructure to the remainder of the urban growth areas, and consider the full costs of maintenance when determining appropriate areas for urban growth.</p> <p>Place areas of the unincorporated growth area that do not currently have urban infrastructure (sewer or water lines) or where there are no specific plans to extend infrastructure, into longer term holding zones to ensure when development does occur urban infrastructure is available. Consider removing from the growth area undeveloped land that will be too costly to serve with urban infrastructure due to the current land-use pattern, presence of environmentally constrained areas, distance from existing infrastructure, or other factors.</p> <p>Conversely, consider developing infrastructure ahead of time to encourage development in areas of UGA where it is most desirable. Use latecomer agreements, etc. to get reimbursement from developers.</p>	Medium	Cities/towns	County
Action C-3.8	<p>Develop inter-local agreements to resolve annexation issues.</p> <p>Issues between jurisdictions vary, but may include: septic systems, sub-standard development, older, existing housing stock, unincorporated islands, environmental concerns such as high groundwater and possible endangered species listings.</p>	Short	Cities/towns; County	TRPC
Action C-3.9	<p>Identify and build street and path connections within existing neighborhoods and design well-connected streets within any new neighborhoods.</p> <p>This includes identifying funding sources for: connecting neighborhood streets between subdivisions; developing sidewalks where needed; increasing the regional network of bicycle lanes; connecting neighborhood bike/walk networks with schools and regional multiuse pathways; and incorporating traffic calming devices.</p>	Short; Medium; Long	Cities/towns; County	Neighborhoods; IT
Action C-3.10	Increase opportunities for urban agriculture.	Short	Cities/towns	
Action C-3.11	Allow food carts at identified destinations in neighborhoods to offer easy-to-start-up activity in neighborhoods and encourage entrepreneurs. Work with the County Health Department to look at revising regulations to make food carts more viable.	Short	Cities/towns	TCPHSS
Action C-3.12	Offer grants to promote neighborhood innovation and build capacity within neighborhoods.	Short	Cities/towns	

# COMMUNITY

Goals and Actions		Timeline	Lead	Partners
GOAL C-4	Rural & Resource Lands: Protect the region's farms, forests, prairies, and open spaces while providing places for those choosing a rural lifestyle.			
Action C-4.1	Set goals for resource and habitat protection such as no net loss of rural farmlands, forest cover, lands designated for long-term forestry, critical prairie habitats, or impervious surface limits.	Short	County	TRPC; Cities/towns; Land trusts
Action C-4.2	Create a new category of agricultural lands called Locally Designated Farm Lands. Eligibility could be open to lands enrolled in the Open Space Tax Program for Agriculture, located outside an Urban Growth Area (UGA), and not zoned for Long-Term Agriculture or Nisqually Agriculture. See below for how this new category of agricultural lands could be used.	Short; Medium	County	
Action C-4.3	Expand the use of the purchase of development rights (PDR) and transfer of development rights (TDR) programs in Thurston County. This can be accomplished by identifying priority farmlands (such as Locally Designated Farm Lands), forest lands, prairie and other critical habitats that may be eligible for the program. Fund the PDR program using local conservation futures funds or through a local bond approved by voters. Develop a cooperative management agreement between Thurston County and local land trusts (e.g., Capitol Land Trust and Nisqually Land Trust) to manage the program.	Short; Medium	County	Cities/towns; Land trusts
Action C-4.4	Strengthen and increase conservancy partnerships (e.g. Capitol Land Trust and Nisqually land Trust) to provide long-term acquisition and habitat management options for high value conservation properties in rural Thurston County.	Short	County; Land trusts	
Action C-4.5	Develop habitat conservation and management plans that will help to preserve suitable tracts of prairie habitat in the rural lands and reduce uncertainty for property owners in impacted urban areas and small cities where growth is intended.	Underway	County; Federal	Cities/towns; State; Port
Action C-4.6	Create a habitat methodology to allow impacts to prairie habitat to be quantified to assign proper mitigation. This methodology can also be used to gauge relative quality of prairie habitat to inform acquisition strategies or conservation easements, and used to establish conservation banking or in-lieu-fee strategies.	Underway	County	Cities/towns; State; Port; School districts



## COMMUNITY

Goals and Actions		Timeline	Lead	Partners
Action C-4.7	Consider buying property which would need a reasonable use exception because of high habitat or resource value.	Short; Medium; Long	County; Land trusts	
Action C-4.8	Make clear incentives available to reduce tax burden on rural lands.	Short	County	
Action C-4.9	Reexamine rural zoning. Apply science-based reasoning to rezoning rural areas that provide habitat for threatened or endangered species or provide value for watershed protection. Ensure rural zoning adequately identifies and protects remaining agricultural lands with long-term value for food production. Designate more viable forestry lands as long-term resource lands to preserve this important aspect of the rural economy for future generations and maintain what remains of the region's rural character. Reexamine rural 1 per 5 acre zoning designation to ensure that suburban development does not occur in the rural areas and to provide a greater range of rural density. Consider downzone with cluster provisions with the goal of protecting large tracts of forest or agricultural land.	Short	County	
Action C-4.10	Request advance notification and consultation from the State of Washington when changing land use, such as when school forest lands are converted to private ownership for development.	Short; Medium	State	Cities/towns; County
Action C-4.11	Actively promote agricultural use of land through outreach, encouragement and incentive programs such as agricultural direct Nonprofits, and existing community supported agriculture organizations.	Short; Medium	Nonprofits	WSU

# Economy

A sustainable economy requires collaboration, commitment, and integration among many Thurston Region partners. Economic opportunity cannot outweigh our responsibility to protect people and preserve healthy ecosystems. At the same time, we must recognize that the health of our social infrastructure and natural environment are tied to economic vitality.



In early 2011, the Thurston Economic Development Council (EDC) recruited representatives from local governments, nonprofits, and small and large businesses operating in diverse employment sectors to serve on the Sustainable Thurston project's Blue Ribbon Panel for a Sustainable Economy. The panel — diverse in opinion and experience — conducted a detailed Strengths-Weaknesses-Opportunities-Threats (SWOT) analysis of the Thurston Region that



formed the backbone of a November 2011 sustainable economy white paper. The panel also recommended actions in six broad categories: Coordinated & Efficient Governance; Sector Diversity; Innovation Climate; Physical Infrastructure; Adequate Employment Land Supply; and, Progressive Education System. The goals and actions below underscore that a sustainable community places equal emphasis on people, planet, and profit — the so-called “triple bottom line.”

The EDC and its panel drafted a Sustainable Economy Strategy white paper as a companion to *Creating Places, Preserving Spaces — A Sustainable Development Plan for the Thurston Region*. This regional implementation strategy identifies multiple levels of critical participation and includes economic and community development partners. The strategy also recognizes the unique strengths of both public- and private-sector Thurston Region leaders who must come together to support the economic activity that will create a sustainable economy. Supplementary Sustainable Thurston documents, including the strategy paper and white paper, are available at [www.sustainablethurston.org](http://www.sustainablethurston.org).



### Sustainable Thurston Foundational Principles & Policies related to the economy:

- Create an economy that is diverse, can adapt to changing conditions, take advantage of new opportunities, and that supports creativity, arts and culture;
- Acknowledge and seeking opportunities to engage with regional economic drivers such as state government, the Port of Olympia, and Joint Base Lewis-McCord;
- Build a vital economy by offering opportunities for education and entrepreneurial endeavors;
- Provide opportunities for a range of business types to succeed;
- Emphasize policies that support locally owned businesses including home-based, entrepreneurial, and nonprofit businesses and organizations;
- Nurture urban and rural agricultural, and food-oriented businesses, and protecting resource lands; and,
- Connect economic health with personal health and well-being, and with the advancement of environmental health.
- Add incentives for business to demonstrate their environmental sustainability including reduction in greenhouse gas emissions.

## Coordinated & Efficient Governance

By presenting a clear vision and cooperating on cross-jurisdictional implementation strategies, the Thurston Region can attract investment and resources that meet the needs of its residents. The region consists of seven municipal governments, a county government, and two tribal governments. Three municipalities in our urban core have taken a regional approach to protecting natural systems and integrating infrastructure systems, without losing their unique local identities. A coordinated and collaborative approach to economic development strategies, initiatives, and efforts would build long-term strength, and attract and retain businesses and jobs.

### Challenges & Opportunities

Ever-changing planning regulations and permitting processes discourage investors and employers. Establishing consistent rules, to the extent feasible, would help align development with community values, facilitating the investment we need to provide jobs and generate revenue.

The region has created a number of first-class regional governance and operational structures that support quality of life — and, in turn, economic development. Examples include the LOTT Clean Water

Alliance (comprised of Lacey, Olympia, Tumwater, and Thurston County), Thurston Regional Planning Council (TRPC), and Intercity Transit. However, additional regional collaboration may be required to continue providing high levels of service in other areas, especially within the tri-city urban core.

Looking at the bigger picture, the Thurston Region does not yet have a clear vision to show where we're headed, how we plan to get there, and who will be involved on an organizational partner level. In addition to addressing strategies for economic vitality, the regional vision should address social services, environmental preservation, housing, and other critical components of "great places." Sustainable Thurston represents a positive first step in that direction.

The goals and supporting actions that follow at the end of the chapter can help the region achieve its economic goals and broader sustainable development vision.

## Goal EC-1: Coordinate economic development efforts to attract and retain businesses and jobs.

### Sustainability Outcomes

Coordinated and efficient governance for the community's residents and businesses yields benefits for both. If jurisdictions regulate businesses in a consistent and even-handed manner, they will flourish and prosper. Successful businesses will increase hiring, as well as provide additional taxes to the community for the development and maintenance of public infrastructure and recreation areas (e.g., parks, swimming pools, playgrounds, and fields). Everyone benefits from coordinated and efficient governance.

## Sector Diversity

For many decades, the Thurston Region's economy has been linked with the budget of Washington State — as both an employer and a supplier of contractually-based economic activities. Historically, this kept our unemployment rate several points below the statewide average. Government wages earned in the Thurston Region continue to represent approximately 45-50 percent of total wages. With recent declines in state government, the region has worked to expand economic diversity. A diverse economy builds community "immunity"

— albeit, not completely — against recessionary forces and builds capacity for growing household incomes that supports a larger, more vibrant community. In the years ahead, the region can focus attention and investment in targeted industry clusters to increase local employment, stem imports, and increase the amount of revenue collected and reinvested regionally. It can also take advantage of unique opportunities, including partnerships with regional neighbors, Joint Base Lewis-McChord, and emerging businesses in the health, science, and technology fields.

### Courting the 'Creative Class'

The term "creative class," coined by economist and social scientist Richard Florida, refers to people whose economic function is simply to create new ideas, products, and services. Members of the creative class do a wide range of work in a wide variety of industries — from technology to entertainment, journalism to finance, high-end manufacturing to the arts — Florida wrote in an influential article and book more than a decade ago.<sup>1</sup>

They share an ethos that values merit, creativity, individuality, and difference. The key to economic growth lay not just in the ability to attract the creative class, Florida underscored, but to translate it into economic outcomes in the form of new ideas, high-tech businesses, and regional growth.

<sup>1</sup> Florida, Richard. "The Rise of the Creative Class: Why cities without gays and rock bands are losing the economic development race." *Washington Monthly*. May 2002.

### Mustering Clusters with Staying Power

The Pacific Mountain Workforce Development Council recently commissioned a study to determine and measure the impact of leading industry clusters within the service region encompassing Grays Harbor, Lewis, Mason, Pacific, and Thurston counties. Clusters were isolated through a rigorous analysis of regional wages, sales, imports and exports, location quotients, and other factors. The resulting Targeted Cluster Identification & Strategic Alignment study (EMSI, J Roberson and Company) outlines a series of data-driven strategies designed to strengthen those core industries and capitalize on economic opportunities within their associated supply chains.

Identified clusters include: Food Manufacturing; Wood Products Manufacturing; Life Sciences; Chemical Products Manufacturing; IT/Telecommunication; and, Tourism/Recreation. The partners can track economic conditions through real-time access to key indicator data, including current/future workforce capacity and demand, changes in wages, growing/declining presence of select occupations and industry types, and import-export ratios. Using custom software, economic development practitioners and training/education planners can pinpoint key trends and respond to emerging opportunities.

**Case Example:** *Annually, between now and 2016, as many as 6,000 military personnel will likely separate from service at Joint Base Lewis-McChord (JBLM). Workforce and economic development partners in Thurston County are actively determining what percentage of those service members intend to remain in our region and how they might fit into our local workforce. We have compared the military occupation specialties for the first wave of separating service members to civilian occupation codes. We can then compare the number of people trained or experienced in certain occupations with on-the-ground labor demand. We are doing this in two ways: first, by surveying local employers for immediate job openings; and second, by looking at longer-term employment demand forecasts using industry cluster data. At some point, the partners could also choose to identify specific industry development opportunities based on the cluster analysis, and proactively market JBLM and regional labor pools to companies in those selected sectors.*

*Primary Pacific Mountain Industry Cluster Partners: Pacific Mountain WDC; Lewis Co. EDC; Mason Co. EDC; Pacific Co. EDC; Thurston EDC; Greater Grays Harbor Inc.; Centralia Community College; Grays Harbor Community College; Olympic College; and, South Puget Sound Community College.*

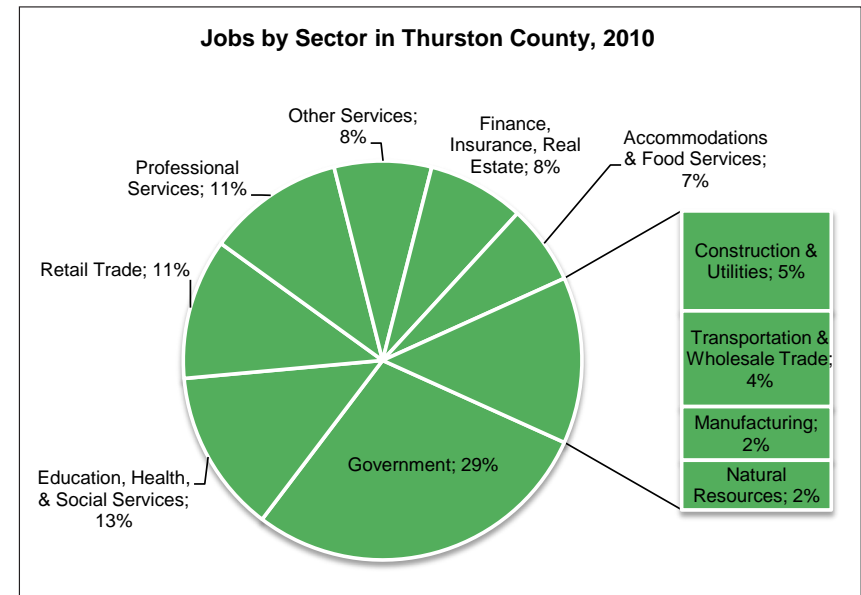
## Challenges & Opportunities

Local economic sectors outside of state government have gained an increasing share of employment over the last 10 years, although at a relatively slow pace. The health care sector continues to be the largest private-sector employer in both wages and number of individuals employed. These jobs generally pay at the higher end of the wage spectrum. Retail — the next-largest sector employer — usually consists of lower-wage jobs.

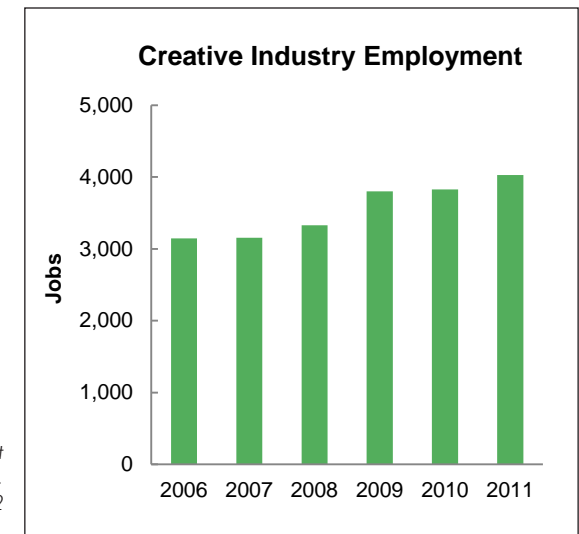
Manufacturing has declined as a percentage of local employment and revenue, although several recent success stories indicate a potential resurgence. This is important because manufacturing provides a variety of jobs at all wage levels and helps to make a community a net importer of capital.

The region maintains a relatively high number of employees who are paid to think and solve problems — the so-called “creative class” (See sidebar, pg. 88). State government, and jobs that directly support state government, employ the majority of these individuals. The growing arts sector still represents a relatively small percentage of overall employment.

*Between 2006 and 2011, creative sector employment grew by 900 jobs, about 200 of which were added in 2011 despite the reduction in State employment.  
Source: WESTAF, EMSI – Complete Employment 2012  
courtesy Economic Development Council.*



*Jobs by Sector in Thurston County, 2010. Source: Bureau of Economic Analysis.*





**Goal EC-2: Foster industry clusters to create jobs, and increase revenue circulation locally.**

**Sustainability Outcomes**

By definition, a sustainable economy is one that contains a variety of jobs and businesses. If we want to see our region retain its educated and trained young people, we need to focus on supporting existing community core sectors or being open to new business expansion. Through this strategy, we can supply a variety of jobs to our residents. By offering a variety of job sectors, our community prosperity will not only stabilize, but it will also improve through increased employment, with corresponding improved tax collections from both residents and businesses.

**“B”-ing a Better Corporate Citizen**

Start a community garden. Open a neighborhood tool library. Carpool. There are plenty of ways residents can become sustainability leaders, but what about companies? How can businesses balance people, planet, and profit and spur other companies to follow? Enter the B Corporation concept. In less than a decade, the Pennsylvania-based nonprofit B Lab has certified almost 800 companies from 27 countries and 60 industries as B Corps. The firms — which range from the outdoor apparel-maker Patagonia Inc. to Seattle’s A&R Solar — meet rigorous standards of social and environmental performance, accountability, and transparency. Each company must earn 80 out of 200 points on what’s known as the B Impact Assessment, which measures impacts on stakeholders. The assessment varies depending on the company’s size, sector, and location of primary operation. Once B Lab reviews the assessment and supporting documentation, the company may use its certification as a green marketing tool. To learn more about B Corps, visit [www.bcorporation.net](http://www.bcorporation.net).



# Innovation Culture

Innovation, entrepreneurship, and sustainability are essential components of wealth creation. Growth of industries in any sector depends on the ability to create new products and processes, start up new lines of business or methods of distribution, and offer items and solutions that are environmentally friendly in design and implementation. The Thurston Region can attract and grow economic vitality by offering support for young innovators, becoming an early adopter of new technologies and operational systems, and fostering a cultural shift that encourages a spirit of entrepreneurship.

## Challenges & Opportunities

The region's well-established network supports entrepreneurs and start-up businesses. These resources can be found at the Thurston County Chamber of Commerce small business incubator, EDC's Business Resource Center (technical assistance), Enterprise for Equity (advocacy, curriculum, and micro-fund), and the Olympia-Lacey-Tumwater Visitor & Convention Bureau (technical assistance and joint marketing for tourism-based business), to name a few. In addition, the South Puget Sound Community College Small Business Development Center (technical assistance for established business), and four-year higher-education institutions offer training for managers and entrepreneurs. The Thurston County Asset-Building Coalition provides training and resources to emerging

entrepreneurs, while New Market Skills Center's array of vocational training programs is the envy of the region. Unfortunately, these organizations face a challenge in that they rely on highly leveraged fiscal resources. While private-sector support has been strong, public-sector investment has been inconsistent. As a result, successful service programs lack sustainability.

While no formalized technology-transfer program currently exists at the higher-education institutions, local leaders have expressed considerable interest in the potential value such programs could create. Desirable factors include leveraging local institutions, creating home-grown enterprises, and using private-sector expertise to bring research products to market.

While the region is making strides in creating vital urban places, it lags behind other major metropolitan areas. Puget Sound and nearby natural amenities clearly create a draw, and the range and quality of local arts and entertainment continues to evolve. However, we do not yet have the highest-caliber or quantity of 18-hour destinations — "third places" where people can convene outside of work and home — found in nearby peer communities (Tacoma, Seattle, Kent, Portland). We also lack a vital "innovation culture," where highly skilled, creative-class professionals can come together and find encouragement and capital to develop new ideas and products.

**Goal EC-3: Create an innovation culture to encourage entrepreneurship.**

### Sustainability Outcomes

What does it mean to create and support innovation? While creating “innovation” in a person may be problematic, we do know that innovative and creative people share similar expectations about where they choose to live and work. Therefore, taking the right tangible steps to create an innovative environment can help create community wealth. Many people enjoy the natural environment, but innovative and creative people also seek out the built environment. This includes opportunities to live in activity centers close to amenities such as Olympia's Percival Landing with its walkway and businesses. Support of the arts in the region also will help attract an innovation culture adjacent to the boardwalk and support local artists. Financial support of innovation carries risks, but our region will prosper if it can support the ventures of those individuals with an inclination to create.

## Sustainability Activities Already Underway Turning a Good Idea Into a Great Company

South Puget Sound Community College (SPSCC) and the Thurston Economic Development Council (EDC) have entered into a collaborative agreement to establish an entrepreneurial center at the future Rowe Six campus of SPSCC on Sixth Avenue in downtown Lacey. As part of its expansion, SPSCC will move the functions of its entire Hawks Prairie Campus to the new site, which consists of five existing office buildings totaling 100,000 square feet. In addition, the Thurston EDC will also move its entire operations to the campus, allowing both organizations to capitalize on the strengths of the other to ensure that the highest-quality business resources are provided to Thurston County.

The concept for this collaboration is the outgrowth of conversations that executive staff at SPSCC and Thurston EDC — along with partner organizations City of Lacey, Thurston Chamber of Commerce, Saint Martin's University, and leaders at Joint Base Lewis-McChord — have had on how to best move forward as a community to support industry cluster development and entrepreneurial growth. The EDC and SPSCC have complimentary long-term objectives to visualize a model for sustainable regional economic development, and they are actively envisioning the scope of the new facility and its offerings.

SPSCC plans to develop academic programs that would support the entrepreneurial and innovation center. The Thurston EDC will provide high-value services to the business community, including business counseling, government contracting, and a variety of business-development resources to continue efforts to recruit, retain, and expand market opportunities for businesses and entrepreneurs throughout the region.

The college is embarking on an \$8 million renovation of the first building on the Rowe Six property. The renovation of the 50,000-square-foot structure is slated to be complete by the end of 2014, with both organizations moving into the space soon thereafter.

# Physical Infrastructure

Historically, the region's economy has relied heavily on infrastructure to generate and support economic activity. Essential infrastructure components for a sustainable economy include housing, roads/bridges, utilities (water/sewer/electricity), rail, port facilities, and fiber telecommunications. Infrastructure will be no less important in the future. The region should proactively plan for, fund, and implement infrastructure improvements that stimulate investment, facilitate the movement of goods and services, and reduce our dependence on natural resources and our carbon footprint. With adequate infrastructure and strategic investment in our employment base, we can reduce the number of vehicle trips people take out of the community to work, facilitate economic investment, and capture additional revenues to fund essential services.

## Challenges & Opportunities

Our region fared better than many comparable communities in the Pacific Northwest during the recent recession. The metropolitan planning organization — TRPC — has an excellent track record of building consensus on regional transportation infrastructure funding priorities. In an era where traditional transportation funding sources have become scarce, regions like ours that have identified priorities score higher than those that have not prioritized or created consensus.

There is continued concern that, although there is a strong telecommunications framework throughout the region, some necessary connections are still not available for private-sector business.

The Port of Olympia is important to long-range economic diversification, because it increasingly serves as an economic engine for the entire South Puget Sound region. A countywide district, the Port serves communities beyond the core urban area and provides a crucial link to international markets dependent upon deep-water access. This access needs to be maintained and supported.

Other utility infrastructure, such as power lines, telecommunications, and natural gas, are vital to the economic sustainability strategies of job retention and innovation support. Without these elements, sustaining economic activity would be difficult. We should strongly support the growth of infrastructure elements.

#### **Goal EC-4: Provide robust infrastructure to support economic development.**

##### **Sustainability Outcomes**

The support and maintenance of a strong physical infrastructure helps our community and its residents through the consistent flow of communication, goods and services, energy, and transportation. Both businesses and residents expect an infrastructure system that functions smoothly and efficiently. If this system is not maintained and expanded to meet new demands, then community wealth will decrease through population loss and a loss of expansion opportunities.

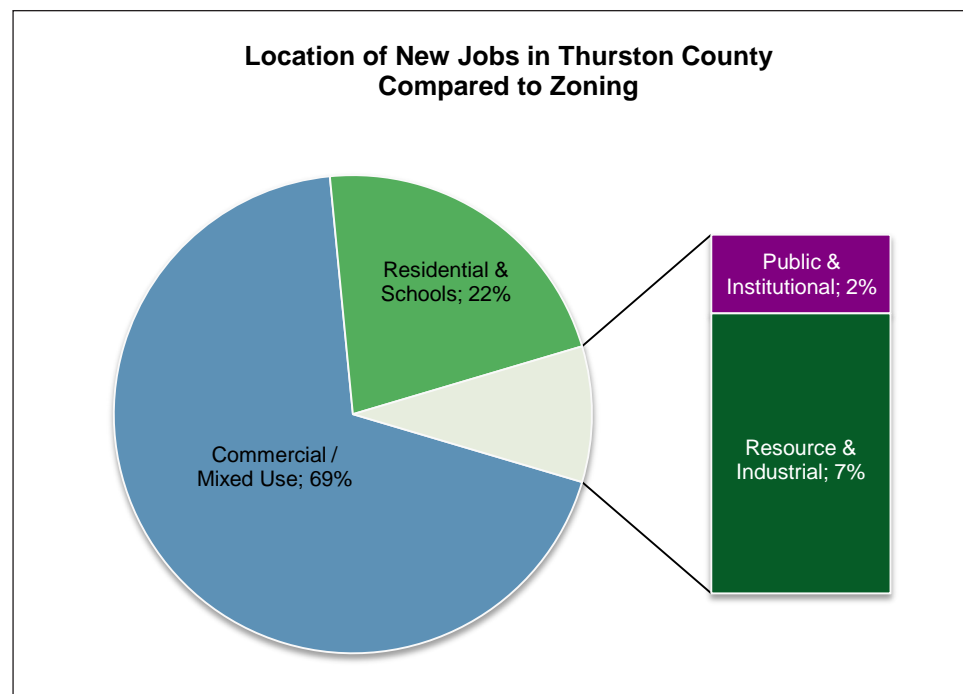
# Employment Lands Supply

A region's ability to manage its growth and potential for growth extends beyond the regulatory environment. The Thurston Region must adopt a strong, consistent approach to protecting land for future employment as a component of long-term health. The region can help ensure economic vitality and a high quality of life for years to come by ensuring the availability of an adequate shovel-ready inventory of land along primary transportation corridors, as well as by investing in redevelopment of underutilized industrial and commercial properties.

## Challenges & Opportunities

Since the late 1970s, TRPC has produced estimates of the buildable land supply in Thurston County, and it provides data to cities and towns that identify the densities and availability of land necessary to accommodate planned growth. Based on policies adopted in 2012, TRPC concludes there is sufficient land supply to accommodate 20 years of projected population growth in the urban areas.

TRPC also projects that, by 2035, under moderate growth scenarios, the county will create 60,000 new jobs — located throughout the region. Current projection models indicate that 22 percent of the new jobs will be in areas zoned for residential or school zones, 69 percent in commercial or mixed-use zoning, 7 percent in industrial or resource zoning areas, and 2 percent in public- or institutional-zoned lands.



*People often think of jobs locating in industrial or commercial areas, but residential areas contain about a quarter of the jobs in the Thurston Region today, and such areas will get about 22 percent of the new jobs between now and 2035. Most of these jobs will be in schools, churches, and home-based employment.*  
Source: Thurston Regional Planning Council.

The latest buildable lands evaluation indicates there is enough vacant, partially used, and re-developable land to support the projected job growth. By design, the estimate does not address key investment decision factors such as location relative to economic activity and transportation access, suitability for development given environmental constraints, distance of development sites to critical infrastructure connections, and other factors. Anecdotal feedback from employers looking to locate or expand here suggests some level of additional investigation may be required to understand the amount and quality of available development sites.

**Goal EC-5: Ensure adequate supply of shovel-ready land along primary transportation corridors and invest in commercial and industrial redevelopment.**

### **Sustainability Outcomes**

By maintaining an adequate supply of land to offer businesses the opportunity to expand or relocate their facilities here in the Thurston Region, the community avoids the loss of jobs and businesses to other counties or states. In addition, this assures companies from outside the area considering the region as an expansion location that there are opportunities to site their business. This results in community wealth through a stable employment tax base and funds for local government public services.

## Progressive Education System

Key factors cited by the private sector when locating or expanding operations include access to qualified labor and availability of quality education for employees' families. Prospective businesses do not question the size of the labor pool, but rather the availability and readiness of both technical and professional skills necessary for their operations. A progressive education system is critical to maintaining a high quality of life for residents. Educational attainment begets higher community participation, lower crime rates, and an overall higher standard of living. The Thurston Region can become a net importer of students and learners by offering targeted employment training, top-tier K-12 education for working families, and STEM (Science, Technology, Engineering and Math) programming for all ages. If successful, the region can advance opportunities to recruit new industries, encourage a culture of innovation, and ensure our children are trained to fill the jobs we intend to grow here.

### Challenges & Opportunities

Despite its modest size, the Thurston Region boasts a four-year state college, private university, and a community college located within 10 miles of each other. Our K-12 education system consistently produces test scores at or above state averages for achievement, and new residents and employers often cite "good schools" as one of the primary factors in their choice to locate here. Nontraditional educational opportunities abound as well, headlined by New Market Skills Center and Pacific Mountain Workforce Development Council job-training programs.

There also is growing awareness and support for early-childhood learning programs within the community. Organizations such as the United Way of Thurston County and the Boys & Girls Club of Thurston County have championed these programs in both rural and urban areas. We can improve these programs, however.

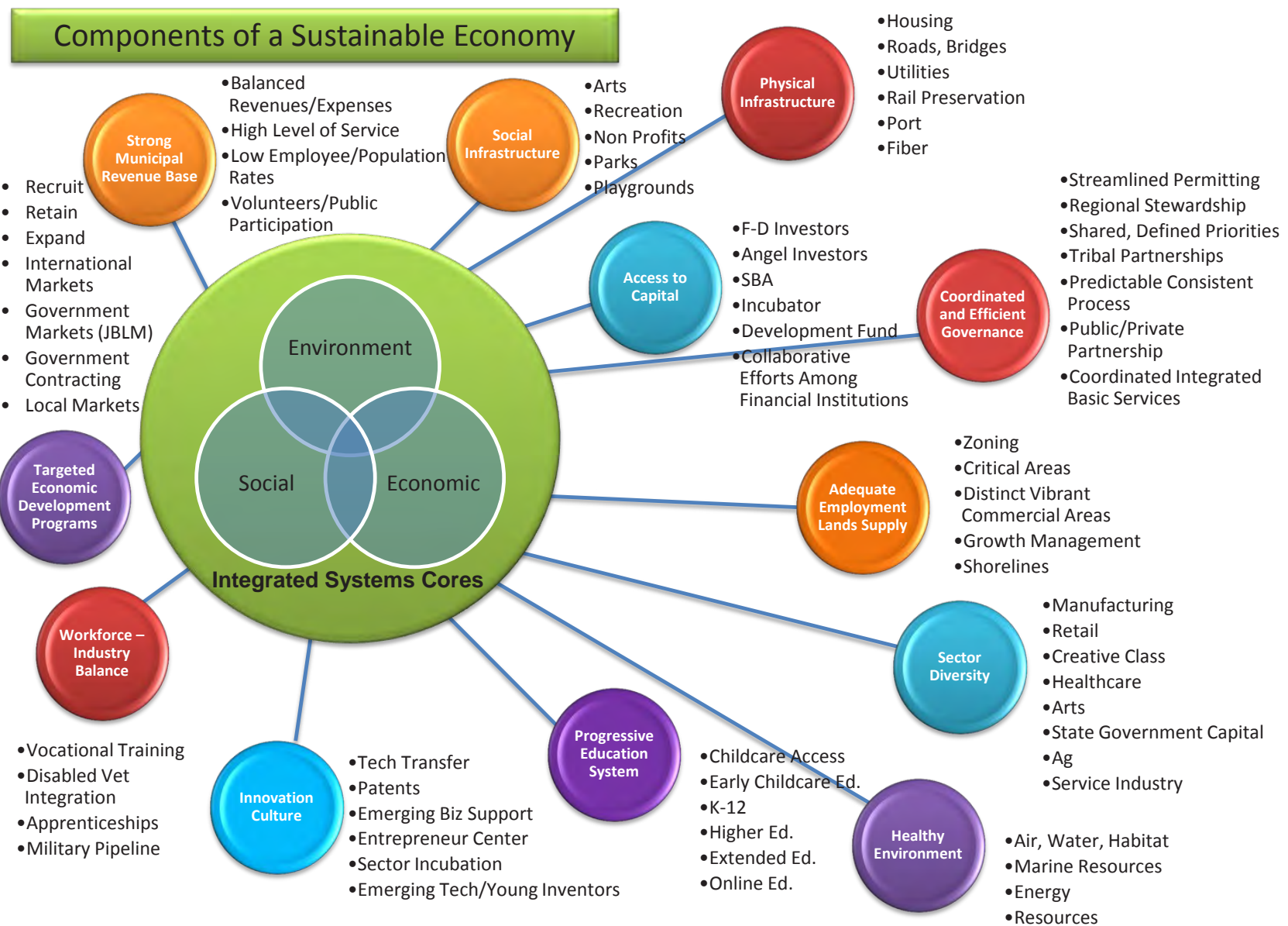
Few internship, apprenticeship, or high-technology training opportunities for youth exist here. We can develop technology-transfer systems, whereby educational institutions and private-sector partners collaborate to bring research products to market and grow locally sourced industry. It is imperative that we promote the value of vocational training. Not every student will go to a four-year college, and most high-paying jobs (most common among innovation and manufacturing employment) require some degree of hands-on training. The community must work to eradicate the stigma around vocational training and promote it as one of many career pathways available to our youth.

### **Goal EC-6: Foster a progressive education system to match worker skills with employer needs.**

#### **Sustainability Outcomes**

A progressive education system that offers varying levels of education and training for its residents will result in reduced unemployment rates and increased community prosperity due to the variety of jobs at all levels of ability and training. In addition, a well-trained labor force that matches job requirements will provide local businesses the opportunity to expand their operations. An education system that supports early-childhood education benefits the community in two ways: Parents can enroll their young children in classes that will encourage and help their education, and those parents can return to the workforce earlier than anticipated.





The following table includes Economy goals and actions, as well as the timeline, lead, and partners for each action. Timeline definitions are as follows: Underway, Short (1-3 yrs); Medium (3-10 yrs); Long (10-20 yrs). See Appendix for lead and partner acronyms and explanations.

ECONOMY				
Goals and Actions		Timeline	Lead	Partners
GOAL EC-1	Coordinate economic development efforts to attract and retain businesses and jobs.			
Action EC-1.1	Develop an intergovernmental collaboration and coordination panel focused on sustainability and aligned with economic development organizations. Use existing resources and build on successful organizations.	Medium	EDC; Chambers	Cities/towns; IT
Action EC-1.2	Establish and update a matrix of development processes — and publish a white paper as the guidepost for comprehensive plan updates and local land use issues.	Medium	Chambers	Cities/towns; County; EDC; Tribes; TRPC
Action EC-1.3	Recognize the importance of continuing regular meetings with regional partners to identify and pursue shared economic opportunities.	Underway	TRPC; EDC	
Action EC-1.4	Review and make recommendations to zoning along inter-jurisdictional urban corridors.	Short	Cities/towns	Chambers; EDC; TRPC
Action EC-1.5	Coordinate within and across jurisdictions to advocate for permitting vision, clarity, and predictability.	Short	Cities/towns	Chambers; EDC; TRPC
Action EC-1.6	Promote development of urban corridors that interconnect across municipalities.	Underway	EDC	Cities/towns; Chambers; IT
Action EC-1.7	Create a community-wide vision and action plan for coordinated and efficient governance that enlists multiple organizations in the implementation of defined community priorities and goals.	Short	TRPC	Cities/towns; Chambers; County; EDC; Tribes; TRPC; LOTT; Port; IT

# ECONOMY

Goals and Actions		Timeline	Lead	Partners
<b>GOAL EC-2</b>	<b>Foster industry clusters to create jobs, and increase revenue circulation locally.</b>			
<b>Action EC-2.1</b>	Utilize the Regional Cluster Analysis and Market Report, and identify and then focus increased market presence of significant clusters (food, wood, IT/Telecom, life sciences, chemical production).	Underway	EDC	Chambers
<b>Action EC-2.2</b>	Commit to workforce diversity, and maintain innovative workforce training and education programs.	Short	Higher Ed; School districts	Chambers; EDC
<b>Action EC-2.3</b>	Establish a local angel investor network. An angel investor is typically a wealthy individual who invests his or her money in start-up companies in exchange for an equity share of the businesses.	Underway	EDC	Chambers
<b>Action EC-2.4</b>	Establish a strategic economic development fund that would provide bridge capital as an incentive to “closing the deal” with new critical employers for development of their facilities.	Short	EDC	Chambers
<b>Action EC-2.5</b>	Explore establishment of endowment programs for educational funding.	Medium	Higher Ed	Chambers; School districts
<b>Action EC-2.6</b>	Generate support in the Washington State Legislature for creation of business tax incentives/credits — e.g., “Main Street.”	Medium	Chambers	Cities/towns; County; TRPC

# ECONOMY

Goals and Actions		Timeline	Lead	Partners
GOAL EC-3	Create an innovation culture to encourage entrepreneurship.			
Action EC-3.1	Promote the Thurston Region as a “hub” for innovation with higher-education as the nucleus.	Medium	Higher Ed	Chambers; EDC; School districts; TRPC
Action EC-3.2	Develop a technology/knowledge-transfer process between the Thurston Region and state government.	Medium	Higher Ed	State; School districts; EDC
Action EC-3.3	Explore public-private partnerships for creation of a community artist’s center as a place for arts to exist and interact.	Underway	Nonprofits	Cities/towns; Chambers; EDC
Action EC-3.4	Encourage community foundation and philanthropic organizations to fund innovation.	Short	EDC	Chambers; Nonprofits
Action EC-3.5	Support business incubation and research.	Underway	Chambers	EDC; Higher Ed; School districts
Action EC-3.6	Evaluate the potential for creating a South County telework center, perhaps co-located with a small business incubator, library, or other appropriate use.	Underway	TRPC	South County cities/places; Chambers; EDC
Action EC-3.7	Recruit arts and entertainment service providers to increase “third-place” opportunities that create vital urban places that make community an exciting place to live and attract young innovators.	Short	Chambers; EDC	Nonprofits; Cities/towns

# ECONOMY

Goals and Actions		Timeline	Lead	Partners
GOAL EC-4	Provide robust infrastructure to support economic development.			
Action EC-4.1	Preserve economic/transportation functions at key transportation nodes.	Short	TRPC	Port; North County cities; EDC; IT; Chambers
Action EC-4.2	Support/preserve long-term investment in multimodal transportation.	Medium	Port	Cities/towns; TRPC; IT
Action EC-4.3	Advocate for Port of Olympia infrastructure development to support shipping operations and long-term maintenance of shipping lanes, shoreline access, and essential transportation distribution logistics (TDL) function.	Medium	Port	Chambers; EDC; TRPC
Action EC-4.4	Support and encourage diversity in Port of Olympia functions as allowed by state law.	Long	Port	Chambers; EDC; TRPC
Action EC-4.5	Build capacity in telecommunications and fiber networks for commercial & industrial properties/business parks and employment centers.	Medium	Utilities	Cities/towns; County; Chambers; EDC; PUD; Port; EDC
Action EC-4.6	Require local governments to identify telecom/infrastructure gaps in the network, and place conduit during public works construction projects.	Medium; Long	Cities/towns	TRPC
Action EC-4.7	Explicitly consider “last mile” freight delivery needs when developing site design and ingress/egress requirements, street standards, and neighborhood – commercial circulation. “Last mile” refers to freight delivery in the local street network to individual businesses.	Medium	Cities/towns; County; TRPC	Chambers; EDC; Port
Action EC-4.8	Advocate for sustainable funding mechanisms.	Underway	TRPC	All

# ECONOMY

Goals and Actions		Timeline	Lead	Partners
<b>GOAL EC-5</b>	Ensure adequate supply of shovel-ready land along primary transportation corridors and invest in commercial and industrial redevelopment.			
<b>Action EC-5.1</b>	Assess buildable land availability/readiness.	Medium	EDC	Cities/towns; Chambers; County; PSE; Tribes; TRPC
<b>Action EC-5.2</b>	Advocate for protection of employment-bearing property.	Medium	Chambers	EDC; TRPC
<b>Action EC-5.3</b>	Protect employment-bearing lands and ensure an adequate supply to match target industries (medical, manufacturing, food, chemical).	Short	EDC	Chambers; TRPC; Cities/towns; County; Port
<b>Action EC- 5.4</b>	Advocate for an adequate supply of shovel-ready development sites and mitigate where necessary.	Short	EDC	Chambers; TRPC; Port
<b>Action EC-5.5</b>	Complete the last-mile infrastructure to available commercial lands (for priority employment clusters). Last-mile infrastructure in this context could refer to completing the telecommunications grid or making local street improvements to create investment-ready areas.	Medium	Various	Chambers; EDC; PUD; Port; PSE; Utilities; Developers
<b>Action EC-5.6</b>	Support brownfield clean-up strategies/planned actions for development and redevelopment.	Medium	Cities/towns; County; EDC	Chambers; TRPC; Port

# ECONOMY

Goals and Actions		Timeline	Lead	Partners
<b>GOAL EC-6</b>	<b>Foster a progressive education system to match worker skills with employer needs.</b>			
<b>Action EC-6.1</b>	Support New Market Skill Center programs for technology, innovation, and manufacturing.	Underway	School districts	Higher Ed; EDC; Chambers
<b>Action EC-6.2</b>	Support nimble/agile education systems through public/private partnership — e.g., robotics, math. Engage entrepreneurs around the community in the educational resources, entrepreneur center.	Underway	School districts; EDC	Higher Ed; Chambers
<b>Action EC-6.3</b>	Identify and promote internship opportunities and apprenticeship programs.	Short	Chambers	EDC; Higher Ed; School districts
<b>Action EC-6.4</b>	Explore greater use of public buildings (schools) for community members to learn — e.g., night classes.	Long	School districts	Higher Ed; Chambers
<b>Action EC-6.5</b>	Develop a technology-transfer program with the region's higher education institutions. Technology-transfer is the process of transferring skills, knowledge, technologies, methods of manufacturing, samples of manufacturing and facilities among governments or universities and other institutions.	Medium	Higher Ed	Chambers; EDC; TRPC; JBLM
<b>Action EC-6.6</b>	Promote the value of and raise the profile of vocational education.	Short	School districts	Higher Ed; Chambers; EDC

# Opportunities & Choices

**L**everaging our opportunities and understanding the effects of our choices will lead to community resilience and sustainability. We are beginning to think in generations, not years, to ensure that we plan for a changing population and changing needs.



Sustainable development balances economic, environmental, and social aspects of our community. This chapter looks at many of the social aspects — housing, health and human services, local food systems, access to schools, and the transportation network that knits the region together into a complete community.





What is a complete community? One that contains affordable, safe, quality, and energy-efficient housing that, through safe and efficient transportation, has access to:

- Affordable healthy food;
- Family-wage jobs and job training;
- Parks, natural resources, and cultural activities; and,
- Quality education.

What is safe and efficient transportation? It's more than just a street network for cars. Our region has long recognized and invested in "complete streets" that include sidewalks and bike lanes supporting safe travel for people walking and biking or riding in a car or a bus. But it hasn't always been that way.

Suburban home-building, automobile ownership, and interstate highway construction exploded in the wake of World War II. A single-family home with a little more elbow room and a picket fence epitomized the American dream for many people. However, this shifting land-use pattern made it difficult for these new suburbanites to access grocery stores, jobs, schools, and parks without an automobile. These areas don't work for everyone today. "Drive

mostly" neighborhoods mean dependence on cars to fill every day-to-day need — difficult for the very old, the young, and those who can't afford multiple car ownership and use.

One example is the Millennial Generation — generally, defined as people born between 1980 and 2000. The percentage of 16-to-24-year-olds with a driver's license has dropped to less than 70 percent for the first time since 1963. For this generation, safe and efficient transportation assumes walkable neighborhoods, safe bicycle routes, and frequent transit service.

Baby Boomers — born between 1946 and 1964 — who raised families in newfangled suburbs, are also reshaping land use as they retire. Some Boomers aim to age in place, while others will downsize and seek more convenient and accessible housing choices. If we want to attract the Millennials and retain the Boomers, we need to create complete communities that offer a full range of housing. These trends led to Sustainable Thurston goals to create walkable urban areas — places that provide people opportunities to live, work, shop, and play without having to depend on a private automobile. This is great news for our health. People living in auto-oriented

suburbs tend to drive more, weigh more, and walk less than people living in walkable neighborhoods. Walking reduces the risk of obesity. With many of our neighborhoods built during the latter half of the 20th century designed around cars, the prevalence of obesity may result in today's generation of children being the first in more than 200 years with a shorter lifespan than their parents.

Creating complete communities will also help eliminate food deserts — parts of the community with little or no access to the fresh, affordable food essential to maintain a healthy diet. Throughout the Sustainable Thurston process, community members have expressed concerns about the affordability and accessibility of fresh and local food.

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*"The draft plan... places appropriate emphasis on the important role that the local food system plays in achieving our shared vision of a more sustainable future for Thurston County."*

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-Thurston Food System Council

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## Opportunities and Choices

### Sustainable Thurston Foundational Principles & Policies related to Opportunities & Choices:

- Increase housing and transportation choices to support all ranges of lifestyles, household incomes, abilities, and ages;
- Increase opportunities to use transit, biking, walking, ridesharing, allowing and encouraging flexible work schedules, and telework; and,
- Encourage development of local services for food, clothing, and other basic human needs.



*This West Olympia farm stand is along a bus route and within walking distance of several housing developments.*



# 5 ELEMENTS OF A WALKABLE URBAN CENTER



## PEOPLE

People living, working, shopping, and recreating in compact centers are an indicator of walkable urban places. People add vibrancy and liveliness to city streets, generating walk-up customers for local businesses and growing the market for more walkable urban development. It takes a concentration of people in a compact area to support the kind of activities that define a walkable urban center.

## PUBLIC AMENITIES

Public investment in well-designed streets and sidewalks, parks and plazas, public buildings and civic institutions are key to the viability of walkable centers. The most urban of these walkable centers feature a prominent role for public transportation and station areas that enhance the public realm.

## PARKING POLICY

Parking is a necessary part of walkable centers, but effective policies guide the price, supply, and design so that parking does not undermine an area's walkability. Free parking is minimized, parking supply requirements emphasize "maximum amounts" instead of "minimum amounts", and design standards locate parking behind buildings or within structures.



## Why are we so interested in Walkable Urban Centers?

Walkable urban centers offer people a lifestyle option that is different than that offered elsewhere in our cities, suburbs, and rural communities. Walkable urban centers provide people with the opportunity to live, work, shop, and play without having to rely on driving to meet every daily need. Walkable urban centers attract 21st century jobs, and nurture innovation and social exchange. They are fertile ground for local businesses, artists, and other entrepreneurs. The array of housing choices offered

in these places meet the needs of many people in different stages of life, from the Millennial Generation to retired Boomers. Walkable urban centers are inherently more energy efficient than any other community development pattern, which is good for the environment and for household budgets. They offer an array of viable, active travel choices for people of all abilities and incomes, travel choices that reinforce healthy lifestyles and enable independence for those who don't drive.

Despite their benefits, walkable urban centers are not easy to create. Obstacles include high land prices and construction costs, difficult financing and fees, and cumbersome regulatory processes. Alignment of rent structures and other market forces is more difficult than it is for typical neighborhood and suburban development. Studies indicate, though, that there is pent-up demand for walkable urban lifestyle choices in the Thurston region, which is why cities continue to work to overcome these obstacles and increase this opportunity for area residents and businesses.

## PROXIMITY

Walkable centers need a diversity of destinations and activities that are within walking distance of each other to support the needs of people who live and work there. This includes grocery stores and pharmacies, retail and services, entertainment venues and restaurants, parks and recreational opportunities, in addition to housing. Larger centers with a diversity of destinations and activities in close proximity allow more people to live a "car-free lifestyle" offering a range of viable travel choices.

## PHYSICAL FORM

Both public and private realms in successful walkable centers have physical forms that make walking a pleasant, safe, and convenient alternative to driving. Carefully designed sidewalks, transit stations, parks and streets are built on well-connected grids of short city blocks. Distinctive architectural details like windows, doors, awnings, and step-backs characterize buildings – most of which are multi-story with ground-floor uses oriented around retail or services. The public and private realms come together in walkable centers to create places that are welcoming to pedestrians and supportive of business and the local economy.

## Housing

People want more housing choices that will meet their needs throughout their life. Rural, suburban, urban, small city, or town living opportunities should be among the choices available in coming decades. This will require providing more choice and access to housing for all ages and incomes in locations that offer people easy access to goods and services.

### Challenges & Opportunities

Our region's wants and needs are changing. The share of the population age 65 and older is projected to grow from 12 percent today to 19 percent in 2035. Many young people are foregoing or delaying marriage and parenthood. New high school and college graduates are substituting smart phones for shiny cars and seeking urban areas instead of suburbs. We have around 108,000 housing units on the ground today. If our region continues to grow at the rate we have in the past, this will increase by around 52,000 units. This means a third of the homes in 2035 will have been built between now and then, providing a clear opportunity to change our current housing patterns.

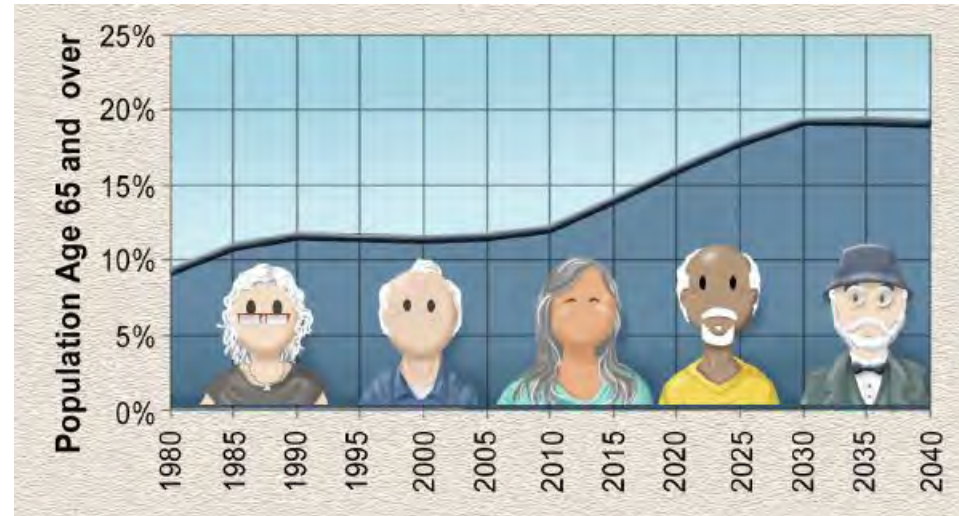
While plenty of single-family housing exists in the region's suburban and rural areas, there is pent-up demand and significant opportunity for a full range of smaller housing types. These include multifamily buildings amid the urban centers of Olympia, Lacey, Tumwater, and Yelm, along the major transit corridors that connect them, and in the smaller communities of Bucoda, Rainier, Tenino, and Grand Mound. Major financial, regulatory, infrastructure, and perception barriers stand in the way of increasing housing density, diversity, and affordability amid these urban areas, as well as in neighborhoods with the potential to support more small-scale shops and businesses.





This Plan's Preferred Land-Use Scenario calls for "actively creating vibrant centers, corridors, and neighborhood centers while protecting rural residential lands, farmlands, prairies, and forest lands." This future imagines:

- City and town centers that support thriving business districts with a walkable, urban form;
- Neighborhoods close to urban centers and corridors supporting more access to goods, services, and housing choices to fit the needs of a changing population;
- Suburban single-family neighborhoods that provide housing choices for families and others who value quiet streets and private spaces; and,
- Rural areas that remain a mixture of homes, farms, forests, and natural areas with markedly lower densities of residential development than the urban areas.



This Plan, as well as the companion *Regional Housing Plan*, include a consistent series of goals and actions to address the challenges noted below. The goals and actions are essential to achieving the Preferred Land-Use Scenario and broader sustainability goals, as well as to address the specific challenges identified by the Sustainable Thurston Housing Panel:

- Permit Delays & Resistance to Change: In some areas, permit-approval processes will be difficult and time-consuming unless neighborhood- or area-level planning can answer questions up-front and create enough clarity about desired street and building design to overcome residents' resistance to change. **(Goal H-1)**
- Patchwork Policy: Development policy and support varies between jurisdictions, making it difficult for developers to build projects across the region. **(Goal H-1)**

## Opportunities and Choices

- Center and Corridor Housing: We need more housing in centers and along — or close to — major corridors. These areas offer more transportation options such as walking, biking, and riding transit, and greater access to jobs, shopping, and services. **(Goal H-2)**
- Insufficient Incentives: We do not have sufficient incentives to encourage the development of a full range of housing choices, especially housing with safe and convenient walk, bike, and transit travel. Without incentives, the cost of infill and redevelopment can outweigh the revenue (in rents or sale prices), making new projects financially unfeasible. **(Goal H-2)**
- Development Fees: Jurisdictions collect development impact or mitigation fees to ease the fiscal impacts of growth on local government. The impacts of growth on public infrastructure and facilities can vary, however, resulting in an undue effect on shaping the size, type, and location of new housing. **(Goal H-2)**
- Affordable Housing Supply: The growing cost of housing in the region has generally outpaced income growth during the past two decades so low- and moderate-income households face difficulties accessing, affording, and keeping housing that meets their needs. **(Goal H-3)**
- Affordable Housing Funding: Federal austerity measures threaten to reduce foreclosure prevention assistance for financially distressed households and reduce funds for renter vouchers and HOME grants for building and rehabilitating affordable housing units. Private lenders are also tightening the availability of mortgage and housing acquisition/rehabilitation loans. **(Goal H-3)**
- Aging Infrastructure: Some communities lack or have antiquated sewer systems and substandard road, sidewalk, and stormwater infrastructure that needs replacement as the region grows. **(Goal H-4)**
- Land of Last Resort: New development in the region's urban centers and along or near corridors often depends on using economically and environmentally challenged infill parcels. For example, some are former industrial sites or are located along shorelines, landfills, and other environmentally sensitive areas. **(Goal H-4)**
- Service-Enriched Programs: The region needs more tailored programs that provide the social and other services needed to place and stabilize chronically homeless and other high-risk tenants. Zoning is also a significant barrier to locating such facilities near areas with transit, services, and other amenities. **(Goal H-5)**

- Low-Density Zoning: Many local communities favor zoning that maximizes lower-density housing over multifamily housing. This preference limits mixed-use development that offers multifamily units above or close to places to shop, work, and access transit. **(Goal H-6)**
- Barriers to Small Housing: Development costs, inadequate financing, code requirements, and neighborhood opposition provide barriers to expanding the stock of accessory dwelling units (ADUs) and other microhousing — space-efficient housing that is generally more affordable and resource-efficient than single-family homes. **(Goal H-6)**
- Environmental Performance: Code regulations and limited home weatherization and energy retrofit incentives and funds curb improved environmental performance of homes. **(Goal H-7)**
- Energy Efficiency Appraisals: Building valuations do not often include energy efficiency savings, affecting the loan amount available to housing builders and buyers. **(Goal H-7)**

### Accessory Dwelling Units

Accessory dwelling units, or ADUs, are also called accessory apartments, second units, or granny flats. These additional living quarters on single-family lots offer an independent living space — with a kitchen and bathroom. They can be attached or detached from the main structure, built over the garage, in the back yard, or attached to the side of the original house. They offer a second living unit for relatives, caregivers, or rental income.

### Goal H-1: Improve regulatory clarity and predictability to encourage urban infill and redevelopment.

#### Sustainability Outcomes

Meeting housing needs on less land takes the pressure off of rural lands, including farms, forests, and resource lands. Offering more housing close to services will cut car use and dependence, reduce greenhouse gas emissions, and reduce the volume of pollutants from brakes, tires, and exhaust in the air and water. Support for more types of housing — especially multifamily — will build with collaborative neighborhood and activity center planning. Such strategies create clarity about street and building design outcomes before development is proposed. This is more efficient for everyone involved and attracts investors because of the clarity and predictability.

By collaborating with private-sector housing specialists and other jurisdictions, the region's communities could reduce the patchwork of development policy and clear the way for an adequate supply of both resource-efficient and affordable housing to meet the needs of residents in coming decades.

## Opportunities and Choices

**Goal H-2: Increase housing amid urban corridors and centers to meet the needs of a changing population.**

### Sustainability Outcomes

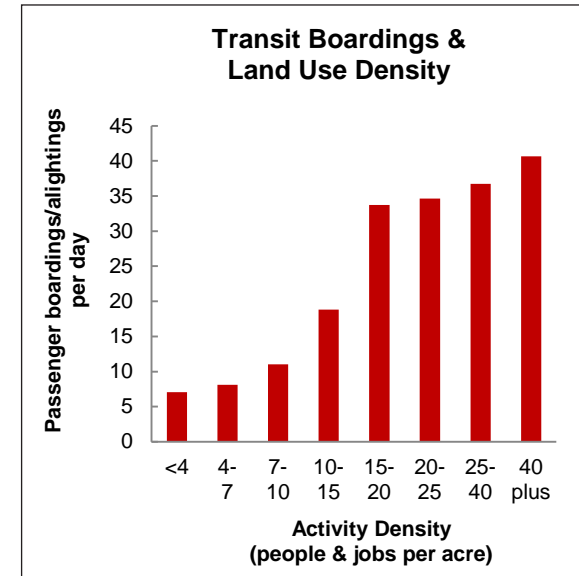
Building housing units along and close to major arterials encourages transit use and the viability of frequent transit service.

Police and fire departments can serve centrally located homes and buildings more quickly and economically. Per-household costs decrease with compact development when compared with low-density suburban and rural development.

More housing types in locations offering less car dependence strengthens household and community economics.



About 80 cents of every dollar spent on gas pays for oil production and refining — money that leaves our local economy.



Transit (bus) boardings on the Intercity Transit network increase with land-use density. The more people who live or work near a transit line, the more efficient the transit service.



### Goal H-3: Provide sufficient housing for low- and moderate-income households within each jurisdiction.

#### Sustainability Outcomes

Locations that offer a range of housing types with easy access to goods and services near employment centers and transit can offer the affordability and accessibility that meets the needs of all ages and incomes.

Weatherizing homes that are located near transit and are affordable for low- and moderate-income households helps meet multiple economic, social, and environmental sustainability goals.

### Goal H-4: Maximize opportunity to redevelop land in priority areas by investing in infrastructure and environmental remediation.

#### Sustainability Outcomes

Cleaning and redeveloping contaminated urban infill sites can improve human health, create jobs, and increase local tax revenues. This can also encourage creation of investment-ready places that attract development to city and town areas already developed and slow development outside of the urban activity centers on undeveloped land. Public investment in housing and infrastructure challenges available funding sources but will reap economic, social, and environmental returns on investment worth many times their value.

### Housing Affordability

Providing sufficient housing affordable to low- and moderate-income households is a key challenge for the region's cities and towns. Today, 38 percent of Thurston County's households earn less than 80 percent of the county's median income (\$60,621 in 2011). These are referred to as "moderate-income" households, while "low-income" households earn less than 50 percent of the county's median income. Of these low- and moderate-income households — 64 percent report that they are cost-burdened, or pay more than 30 percent of their income on housing. Breaking it down further — a third of households earning less than 80 percent of median income report that they are severely cost-burdened, or pay more than half of their income on housing.

## Opportunities and Choices

Redevelopment offers the opportunity to add stormwater infrastructure (where lacking), to capture rain runoff from impervious pavement and treat it before it returns to groundwater, streams, or Puget Sound. It is also an opportunity to improve a street's feel and function. Landscaping is a comparatively inexpensive way of enhancing shading and aesthetic appeal that increases walkability.

### **Goal H-5: Provide sufficient service-enriched housing for homeless and high-risk populations.**

#### **Sustainability Outcomes**

A full range of housing amid urban corridors, centers, and other close-in areas means that people can meet some daily needs without a private automobile. This supports active transportation, improves health outcomes, and increases equitable access to opportunity — no matter a person's economic status. Housing for at-risk populations should include — or have ready access to — social services.

### **Goal H-6: Encourage housing density and diversity in neighborhoods to add vibrancy and increase equitable access to opportunity.**

#### **Sustainability Outcomes**

Multifamily housing is generally cheaper to rent/buy, heat, and maintain. Mixing housing types within neighborhoods enables people of a range of all incomes, ages, and abilities to interact and access opportunities equitably. Increasing neighborhood density also provides enough customers to support small-scale businesses (cafes, bakeries, dry cleaners) and encourages walking in neighborhoods.

Well-designed accessory dwelling units and other small housing types (duplex, triplex, townhouses, mansion apartments) can add “gentle” density that creates a sufficient customer base to support public transit and neighborhood-scale businesses. Accessory dwelling units can also serve as an income source for homeowners/landlords, and an affordable and accessible housing option for elders, singles, and others who live on a limited budget.

**Goal H-7: Encourage the construction, weatherization, and operation of homes to boost energy efficiency.**

### Sustainability Outcomes

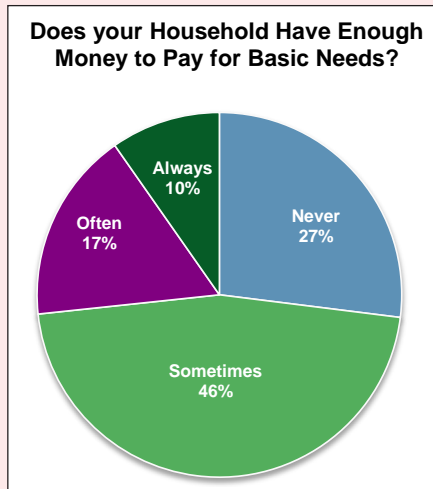
Many of the region’s older — and, often, most affordable — homes have poorly insulated walls, windows, and doors, and inefficient heating and ventilation equipment. A household can shrink its electricity bill and carbon footprint by using energy more wisely and eliminating waste.



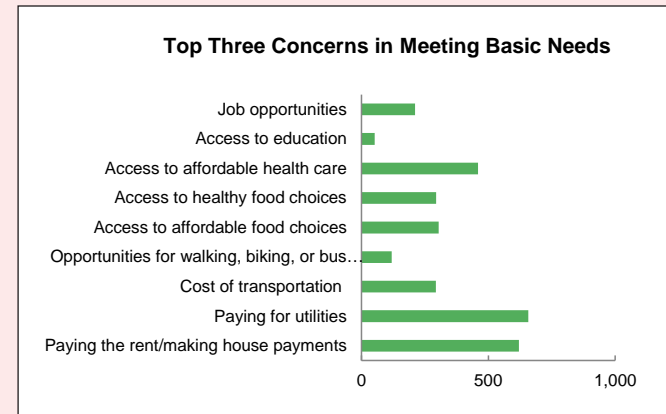
*Accessory dwelling unit located along an alley in West Olympia.*

## Sustainable Thurston "Basic Needs" Survey

A "Basic Needs" survey was distributed by TRPC partners including the Thurston County Housing Authority, Community Action Council, Family Support Center, and Thurston County Food Bank. Surveys were available in English and Spanish. This survey reached a demographic that traditionally does not participate in planning processes. Over 1,000 surveys were returned. A full summary of survey results is available at [www.sustainablethurston.org](http://www.sustainablethurston.org).



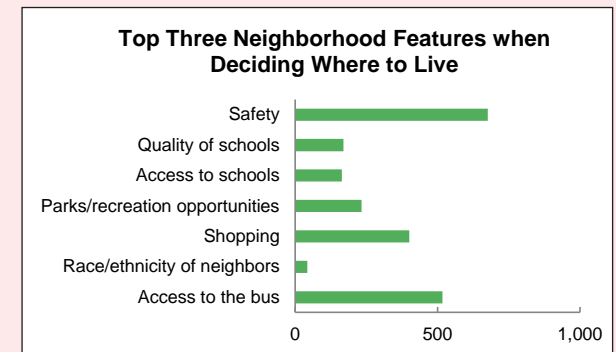
The survey was distributed through community organizations to reach households that were likely to have trouble meeting their daily needs. This allowed the Sustainable Thurston team to hear from people who do not traditionally participate in planning processes.



Asked about their top three concerns in meeting daily needs - paying for utilities, paying for housing, and access to affordable health care were at the top of the list. This emphasizes the need for focusing on energy efficiency and water conservation to lower utility bills.

### Other figures — of the people that responded:

- 72 percent have an annual household income under \$15,000. Only 6 percent of households countywide fall into that income category.
- 75 percent ride the bus
- 46 percent don't own a car
- 53 percent live in homes without energy efficient features (of respondees that know if their homes have had energy efficient upgrades).
- 53 percent cannot afford to heat their home sufficiently in the winter
- 88 percent sometimes, often, or always do not have enough money to buy food
- 55 percent report that buying organic or local food is moderately to very important; but only 14 percent often or always are willing to pay more to buy organic or locally grown food.



After safety, access to the bus and shopping were important neighborhood features for deciding where to live. This underscores the need to provide a range of housing choices in areas with frequent transit service and in close proximity to shopping and services.





*The Chehalis Western Trail, a former rail line, connects Lacey and Olympia.*

## Health & Human Services

Residents of the Thurston Region envision a healthier community, where health and human services supports, and is supported by, a vital economy, health-promoting environments, and good social systems. Working together, jurisdictions can create vital and resilient communities — with more healthy choices for physical activity, clean air and water, nutritious food, and opportunities to find needed care for physical or behavioral problems.

### Challenges & Opportunities

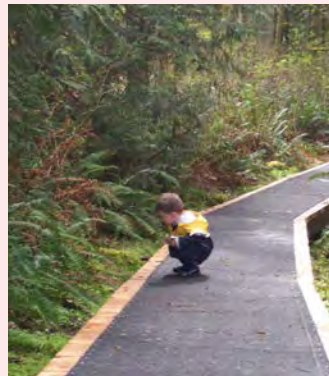
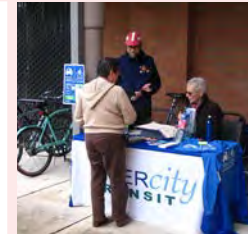
The health of our community's residents depends on much more than clinical health care or the varied services provided by the health providers. Among the other key factors in health outcomes are the physical environment, behavior, education, and income. Connections between health, housing, economics, environment, and food systems are vital to the ongoing sustainability of our community. Investment in health and human services networks and programs will avoid costs to law enforcement and emergency services, jails, and health care.

The many health and human services providers in our community do great work and contribute to the betterment and health of the Thurston Region. There are also many examples of cross-sector collaboration focused on addressing the health of our community, such as Safe Routes to School projects, workplace wellness efforts, and coalitions focused on health improvement for particular groups (Thurston Council for Children and Youth, Thurston Coalition for Women's Health). Providers of health and human services should continue to collaborate among themselves and with partners outside of the health arena to improve our community's built environment and mental, physical, and oral health, and to decrease problems associated with chemical dependency.



## Sustainability Activities Already Underway Helping the Thurston Region Thrive

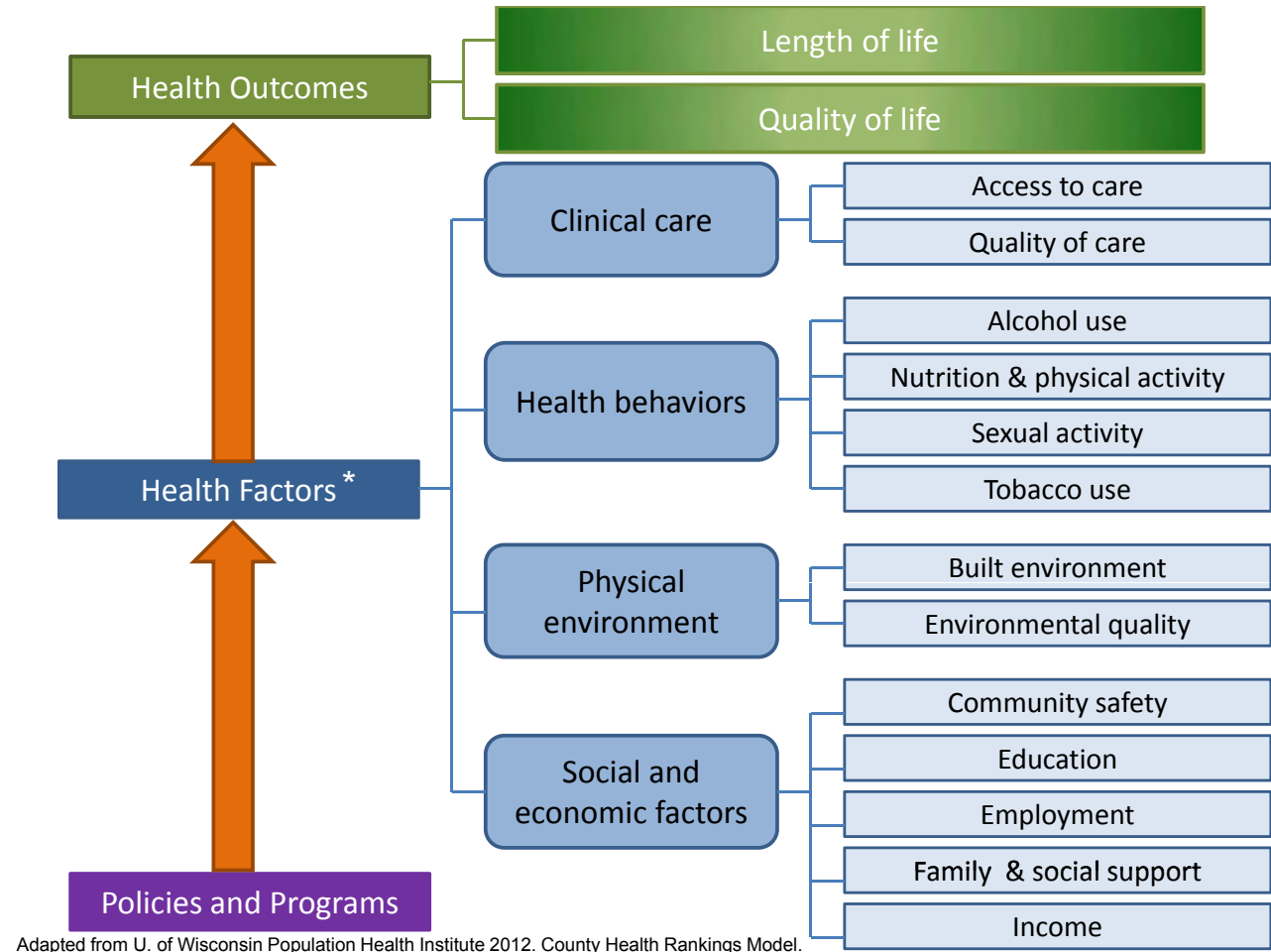
**Thurston Thrives** is the Thurston County Board of Health's initiative to improve the health of residents around the region through collaborative partnerships and community engagement to address key factors in community health outcomes. The Sustainable Thurston Health & Human Services white paper and vision/strategies recognized the importance of social determinants of health, such as how our community is built and what economic opportunities it provides. The paper identified the need for a process to create an action agenda, with shared measurement and aligned activities to ensure that our community moves together toward better health. In 2013, the Board of Health, with the assistance of the Thurston County Public Health & Social Services Department, began engaging community leaders from business, education, local government, neighborhoods, medical care organizations, and local nonprofits and social groups to focus on the initiative. They used the white papers and other Sustainable Thurston materials to kick off these efforts. The strategy development and action planning of Thurston Thrives are being carried out by nine action teams, forming in 2013, whose members include the implementing partners for efforts on the health objectives pertaining to: 1) water, air, disease carriers, and the physical environment; 2) food systems; 3) housing; 4) education; 5) economy and income; 6) community design; 7) youth development and resilience; 8) clinical prevention, medical and behavioral treatment; and, 9) community resilience. The Board of Health and a new community advisory council will consider each team's recommendations and shape a final action agenda. To learn more, visit [www.ThurstonThrives.org](http://www.ThurstonThrives.org).



## Opportunities and Choices

Our transportation and land-use patterns shape our health outcomes (see County Health Rankings model). Thurston County ranks 24th out of Washington's 39 counties in terms of physical environment, which factors in air pollution, recreational facilities access, drinking water safety, and fresh food availability (Robert Wood Johnson Foundation and University of Wisconsin analysis). Half of the region's restaurants are fast-food eateries — reflecting our reliance on automobiles to access jobs, goods, and services and our fast-paced lives that leave little time for family meals at home.

Our aging population will place a strain on both our health system and our emergency services system. As we age, we become more dependent on health and emergency services such as the advanced life support system, which supplies emergency services. Providing opportunities for seniors to live near existing hospitals and medical clinics will create efficiencies in providing emergency and health services. Equally important, enhancing opportunities for seniors to age in place - whether their existing home or community - will help them remain active and connected to friends and neighbors.

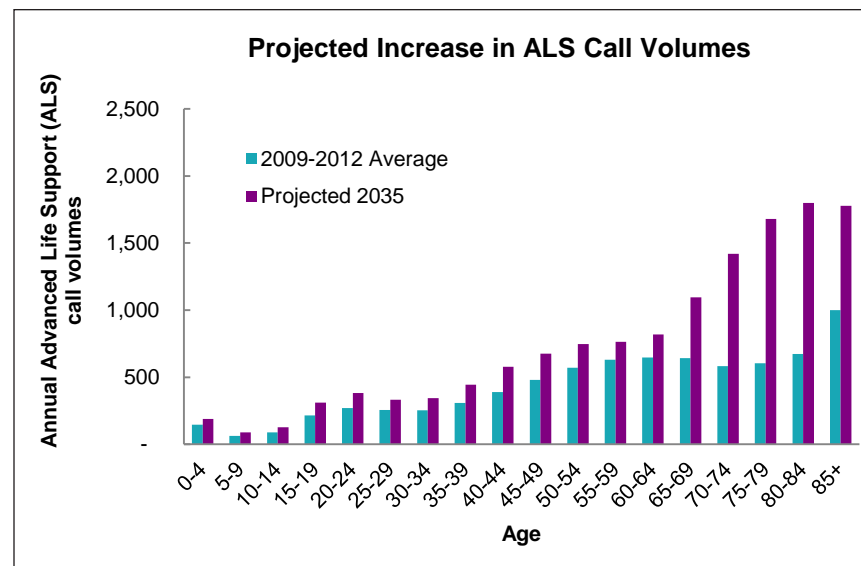


*The County Health Rankings model illustrates factors that influence our health.*



Challenges the Thurston Region faces include (related goals in parentheses):

- **Insufficient Provider Network:** The region lacks sufficient health care providers (for mental health, primary care, and treatment for chemical dependency), limiting our ability to care for those with the greatest risks of disease and disability. **(Goal HHS-1)**
- **Aging Population:** While there are programs to support the health of people of all ages, our community must advance a stronger focus on older people because they are an increasing share of our population. **(Goal HHS-1)**
- **Rural-Urban Divide:** Rural areas face different challenges than urban ones when it comes to health. **(Goal HHS-1)**
- **Tobacco Use:** Thurston County has one of the highest tobacco use rates among adults and youth in Washington State. **(Goal HHS-2)**
- **Development Patterns:** Auto-dependent community patterns inhibit active transportation and promote sedentary lifestyles that contribute to increasing rates of obesity and other chronic health conditions. **(Goal HHS-2)**
- **Obesity:** Many of our children and adults are overweight and at risk for developing chronic diseases. **(Goal HHS-2)**
- **Prevention:** An increased focus on prevention will improve health and decrease costs for service delivery in health and human services. **(Goal HHS-2)**



*With our aging population, we are expecting a large increase in emergency service call volumes. Providing opportunities for seniors to live close to existing medical and emergency centers will make providing service more efficient.*

Achieving the following goals, and taking the actions outlined at the end of the chapter, will improve community health and provision of human services.

**Goal HHS-1: Provide sufficient health and human services for all county residents.**

### Sustainability Outcomes

Maintaining the health of local residents means increased readiness to learn and less time lost from work. Preventative actions and programs can reduce health care costs and increase productivity.

## Goal HHS-2: Reduce the incidence of preventable disease.

### Sustainability Outcomes

Changing to more compact patterns of development, with a mix of close-by goods and services, results in more active transportation (walk, bike, transit) and alternative transportation (carpooling and vanpooling). Such development patterns, ultimately decrease car dependence, and increase physical activity. Decreasing rates of obesity are vital to the economic and physical health of households and communities.

### Sustainability Activities Already Underway Supporting Strategic Social Service Planning and Funding

A few years ago, forward-thinking elected officials contemplated more strategic ways to manage scarce social service resources. Officials envisioned a single governing entity and a streamlined approach for project solicitations and contracting — operating under a comprehensive county-wide regional plan.

Since early 2012, TRPC has facilitated this Health & Human Services Planning group. The elected officials, city managers, and staff members considered the requirements and focus of each funding source, as well as past practices and potential collaborative efforts. By the end of 2012, the U.S. Department of Housing and Urban Development blessed a county Community Development Block Grant entitlement program, and the jurisdictions signed interlocal agreements to move the collaborative-planning effort forward.



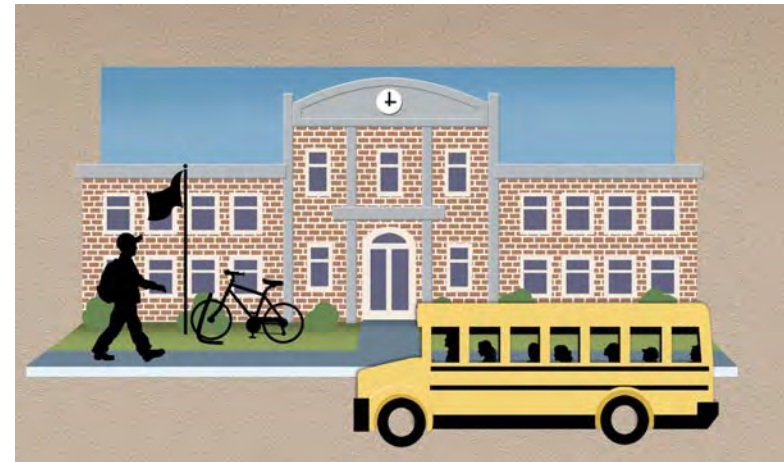
School children who attend Michael T. Simmons Elementary School in Tumwater participate in the Walk & Roll program that encourages active transportation.

## Schools & Transportation

Residents of the Thurston Region want schools that function as centers for the surrounding neighborhoods and communities and that are easily accessible for children and others by foot, bike, or bus.

### Challenges & Opportunities

Sprawling school grounds and large-lot neighborhood designs that lack street connections discourage walking and increase vehicle trips to and around the neighborhood and school. The cost to school and household budgets for drive-only access is a growing problem, as is the lack of exercise that results in youth prone to health problems throughout life and high health care costs.



Some of the effects of this include the following national trends<sup>1</sup>:

- Within the span of one generation, the percentage of children walking or bicycling to school has dropped precipitously, from approximately 50 percent in 1969 to just 13 percent in 2009;
- In 2009, U.S. families drove 30 billion miles and made 6.5 billion vehicle trips to take their children to and from schools, representing 10-14 percent of traffic on the road during the morning commute;
- Over the past 40 years, rates of obesity have soared among children of all ages in the United States, and approximately 25 million children and adolescents — more than 33 percent — are now overweight or obese or at risk of becoming so;
- Kids are less active today. Twenty three percent get no free time physical activity at all;



- A 5 percent increase in a neighborhood's "walkability" reduces vehicle miles traveled by 6 percent; and,
- Returning to 1969 levels of walking and bicycling to school in the U.S. would save 3.2 billion vehicle miles, 1.5 million tons of carbon dioxide, and 89,000 tons of other pollutants — equal to keeping more than 250,000 cars off the road for a year.

In coming years, we can build schools and neighborhoods that encourage walkability — with sidewalks, bike lanes, safe street crossings, inviting school entryways, and enough residential density to make those investments worthwhile. Careful location and design of schools will offer safe and efficient access for students, as well as for surrounding residents who use the facility as a neighborhood center and recreation site. Coordination and cooperation by school districts, jurisdictions and residents will be needed to plan and build schools in a way that makes active travel to schools a central component of a healthy, active school community and neighborhood.

Goals and actions that follow at the end of the chapter are designed to address these specific challenges:

- School Buses: Dependence on school buses drives up costs for school districts. Students living too far away from school rely on the school bus or family automobiles to transport them to school. **(Goal S-1)**
- School Siting: Currently consideration of school siting decisions does not take into account long-term transportation costs to households or community health. **(Goal S-1)**
- Inefficient Land Use: Large-acreage school sites in low-density neighborhoods use excessive land and discourage active transportation. Residents and schools that are not close together may not have safe or inviting walk or bike routes and the more sprawling pattern increases cost to build the routes. **(Goal S-1)**
- Coordination & Collaboration: Creative thinking about co-location of schools with other facilities is difficult without close collaboration on capital facility plans among jurisdictions and school districts or cooperation on funding mechanisms and grant applications. **(Goal S-2)**
- Density Difficulties: It is difficult to add housing to existing neighborhoods. Increasing density could maximize the investment already made in existing schools, streets, and sidewalks. **(Goal S-2)**
- Financial Constraints — School Sites and Transportation: Large school site parcels in close-in urban areas are difficult to find and expensive for schools to purchase, which continues to push new schools to the urban fringe where driving is the only feasible travel option. Rural housing development increases the cost of transportation to school for school districts and households. **(Goal S-2)**

- School Design and Location: The location and design of some schools and the lack of safe walk and bicycle infrastructure discourage active transportation. **(Goal S-3)**

**Goal S-1: Encourage safe and active school transportation to improve community health, economic, and environmental outcomes.**

### **Sustainability Outcomes**

Schools sited within neighborhoods with easy and safe walk and bike access to recreation and sociability support health and well-being. The goal is reduction of short- and long-term transportation and health costs to the community, including school districts and households. Neighborhood schools with good connections provide a destination and an activity center — an asset for the entire neighborhood.

**Goal S-2: Improve community coordination to create schools that use land, tax dollars, and other resources efficiently.**

## **Opportunities and Choices**

### **Sustainability Outcomes**

Close coordination among school district and jurisdiction planners and leaders will maximize efficient use of these valuable public assets. Such collaboration could result in creative thinking about locations of schools, siting to encourage safe walk and bike access, form that uses as little land as possible, co-location of parks, or other community services at schools, reduction of energy use and greenhouse gas emissions, and shared maintenance agreements. Multistory school buildings use less energy to heat and cool.

**Goal S-3: Improve infrastructure around schools that results in safe pedestrian, bicycle, and bus access.**

### **Sustainability Outcomes**

Schools sited within neighborhoods offer a walkable destination if they have good street and path connections and safe sidewalk and bike routes. Such schools offer opportunity for lower household and school district transportation costs, healthier student and neighborhood residents, and chances for students to learn and practice safe travel and independence skills.

## Sustainability Activities Already Underway

### Supporting Healthy Kids and Safe Streets

“Why can’t kids walk and bike to school?”

Thurston Region community members asked this question at a forum about health and how neighborhood design discourages or encourages walking and biking. A series of small grants, the support of community leaders, and a partnership between TRPC, Intercity Transit, municipalities, school districts, and Safe Kids Thurston County led to development of the Healthy Kids – Safe Streets Action Plan. The goal is to build a generation of healthy and safe walkers, bicycle and bus riders, reinforce good traffic safety skills, and promote regular physical activity so students stay healthy and ready to learn.



A “Walk & Roll” program in several schools offers education and encouragement for students and their families to walk, bike, or take the bus to school. Walk route maps identify the safest routes and include safety tips. Partners work with schools to design programs that are fun and that reinforce the health and safety benefits. Several of the schools include special days when students, families, teachers, the principal, and a police escort meet about a half-mile from school and walk together. In addition, a volunteer-led “Bike Partners” program teaches bike maintenance and safety skills and refurbished bikes to students who need them.

An additional goal of the plan is to form a closer relationship between the school district and jurisdiction planners. The challenge is sustaining collaboration on the siting and design of schools and prioritizing the development of safe walk and bike networks around schools.

# Local Food Systems

Residents of the Thurston Region envision a thriving, just, and inclusive local food system that enhances the health of people, diverse communities, economies, and environments.

## Challenges & Opportunities

A sustainable local food system — just like access to housing, schools, and transportation — affects social, environmental, and economic elements of community health by:

- Supporting a stable base of family farms that are less chemical- and energy-intensive, emphasizing local outputs, and improving working and living conditions for farm labor;
- Fostering a business environment where food, community food enterprises and agriculture-related businesses promote local food whenever possible, create jobs, circulate financial capital within the community, and contribute to diversifying our community's economic development;
- Developing marketing and processing practices that create more direct and beneficial links between producers and consumers, reducing resources needed to move food;
- Improving access to fresh foods and educating on all aspects of food;
- Reducing waste through education about efficient and safe home and institutional meal planning, purchasing and storing, and supporting efforts that use food as long as safely possible — and when food becomes waste, recovering and composting it at the home and industrial levels; and,





- Managing costs and eliminating food insecurity with a coordinated system of service delivery, and improving access by all community members to culturally appropriate, adequate, healthy, and affordable food.

Goals and actions that follow at the end of the chapter address the following challenges:

- To meet its vision, the community needs a group focusing on local food systems, collecting data, and creating a formal action plan. The Thurston Food System Council is beginning to coordinate these efforts. **(Goal F-1)**
- Traditional agriculture is a major contributor to greenhouse gases and other pollutants. **(Goal F-2)**
- Participants in the local food system, such as farmers and producers, have difficulty making a living wage, identifying markets for their products, or finding economical avenues for marketing and delivery. The region also lacks commercial kitchens and food-processing facilities that the public can access for personal or business use. **(Goal F-2)**
- Some residents face transportation and economic challenges. A growing number of community members are facing hunger and food insecurity. **(Goal F-3)**
- Many people don't know where to purchase and how to prepare local foods. **(Goal F-4)**

This plan makes supporting local food systems a priority. The goal is to increase community resilience, health, and economic prosperity. As a first step, the region needs to develop local food systems plans.

### **Goal F-1: Coordinate local food planning efforts to create a socially, economically, and environmentally sustainable regional system.**

#### **Sustainability Outcomes**

A robust local food system increases community health, resilience and prosperity. Fresh, local and preserved food travels a short distance from farm to table. Food and food production was identified as one of the regional economic clusters with potential for increasing local employment, growing, processing and producing more food products locally, and creating an opportunity to recirculate and reinvest revenue collected from local food businesses. A local food system that offers fresh food and local food production will help with community prosperity and resiliency.

## Opportunities and Choices

### Goal F-2: Enhance the economic viability of the local food system.

#### Sustainability Outcomes

Opportunities abound for exploring alternative energy sources for growing, processing, distributing, and refining food processes that will decrease the cost of production and transport, making more efficient use of existing energy sources. Some products of the food system can also generate energy — for example, using waste products and biofuels.

### Goal F-3: Ensure universal access to secure, nutritious, and affordable food in the Thurston Region.

#### Sustainability Outcomes

Housing with adequate food storage, especially in low-income housing, enables people to take advantage of bulk purchasing and seasonal availability of larger quantities of food from emergency food providers.

Having enough accessible/affordable, safe, nutritious foods for residents of the Thurston Region is a major factor in health. Securing sufficient land in the Thurston Region for food production creates jobs, decreases farm-to-table travel time, cost and greenhouse gas emissions, and contributes to a resilient food system.

### Goal F-4: Enhance public education and outreach related to the local food system.

#### Sustainability Outcomes

Ready access to healthy food, the skills to use it, and understanding the value of supporting local producers increases the economic and personal health and well-being of the region.

#### Disconnect

Forty percent of people in the Thurston Region feel it is important to have a grocery store within walking distance; only 13 percent live within a half-mile of a grocery store.

*Source: Sustainable Thurston Survey and TRPC data program.*

## Sustainability Activities Already Underway

### Breaking Bread and Working Together

In the Thurston Region, people are talking about local food systems. We're seeing more urban gardening, school gardens, more farmers' markets and farm stands, more grocery stores featuring local foods, and more interest in where our food comes from. We are also experiencing growing needs for emergency food. The regional food bank's lines grow, especially with those newly unemployed. The demand for school backpack programs and free and reduced lunches rises and the burgeoning senior population struggles to make their fixed incomes stretch in response to rising food costs.

With all of the interest and need, this region is talking, planning, and taking action. Advocacy groups and nonprofits collaborate with local and regional governments to address



issues and take advantage of opportunities. The Local Food Systems Panel — part of the broader Sustainable Thurston project spearheaded by TRPC — partnered with Sustainable South Sound to host a well-attended food summit in 2012. The partners collected data, envisioned the future, and agreed on planning action steps. The partners also worked together to form the Thurston Food Systems Council. At this table, organizations such as Sustainable South Sound, Slow Food, the Farm Bureau, TRPC, and Washington State University are working together to create “Local Food Systems 101” presentations for regional policymakers and considering ways to support local farmers and offer fresh food access to all incomes. The partners may not always agree on the urgency of the problem or the specific strategies to move forward, but they stay at the table — talking, planning, and eating together.

# Transportation Systems

Residents of the Thurston Region want to satisfy the diverse transportation needs of people today without diminishing opportunities for tomorrow's residents. People expect an appropriate mix of transportation facilities and services that provide reasonable travel options, depending on where they live.

## Challenges & Opportunities

Our transportation network knits our region together and provides access to and from our communities and outlying regions. This essential public infrastructure supports community access to basic needs and services, economic vitality, and has large implications for our fiscal and environmental health.

Despite many successes in achieving the region's shared transportation vision, several challenges still must be addressed:

- How will we pay for what we need and want?

We have more than 2,100 miles of roads in the Thurston Region's cities, towns, and rural areas. It costs between \$250,000 to \$500,000 dollars per mile to resurface one lane of roadway every 10 to 15 years. Funding for transit, new sidewalks, and maintaining street and landscape areas is already a challenge, yet residents want and expect increased services and amenities. Despite interest in some sort of high-capacity transit option (such as bus rapid transit) with links to outlying regions, the regions' low population and low-density land-use patterns will not support this type of transit investment for decades. In addition, despite growing demand for travel between Thurston and Pierce counties — especially to and from Joint Base Lewis-McChord — there are few options for increasing capacity during the next 20 years.

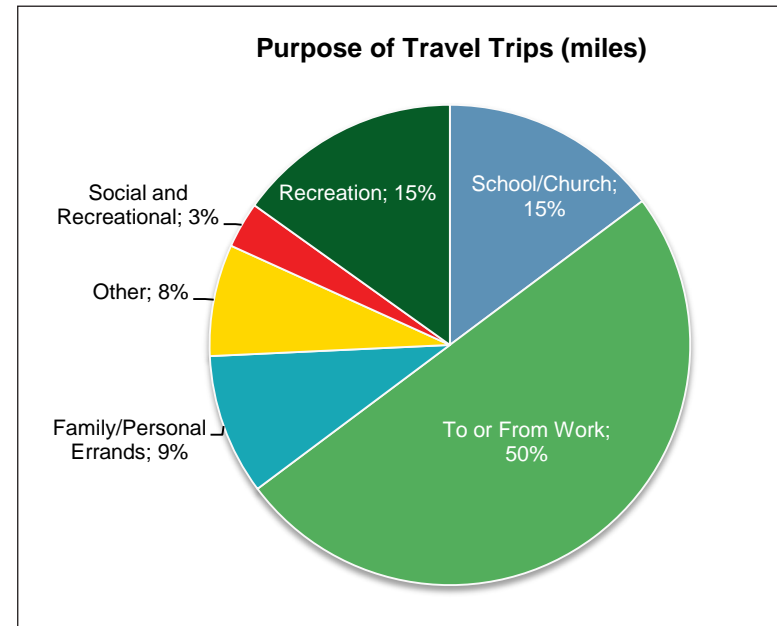


- How will we improve the efficiency of our transportation system and reduce our impacts on the natural environment?

Our community has set a target to reduce vehicle miles traveled.

Focused growth in city and town activity centers, transit corridors and urban areas, with much less growth in rural areas, will be critical, as will the following transportation strategies:

- Aggressively encourage employees and employers to participate in the state Commute Trip Reduction Program;
- Manage parking supply — including paying for parking (essential in activity centers with safe walk, bike, transit opportunities); and limit large expanses of surface parking that erode walkability and vitality;
- Use pricing mechanisms such as toll roads with higher fees during peak hours;
- Increase access to transit in locations with enough density, destinations, and design to support use;
- Connect streets and trails to provide multiple safe travel routes and shorter distances for all travel modes;
- Encourage carpools, vanpools, transit, and other commute alternatives;
- Increase opportunities to work from home; and,
- Increase opportunities for home businesses.



*We travel for a reason. Almost half of our travel trips are to and from work, which is why there is focus on reducing the number and length of commute trips.  
Source: 2009 National Household Travel Survey.*

## Opportunities and Choices

- How will we move freight in and out of our community to support our regional economy?  
As our business districts and downtowns transition to a more walkable urban form, we need to address the inherent conflicts between moving freight in large vehicles and a more compact urban form. We must also address existing challenges relating to our railroad infrastructure.
- How do we better align our transportation and land-use plans and investments?  
Challenges include the large amounts of land used for surface parking that chills the ability to get the densities and walkable design that supports transit. It is difficult to plan future land use without considering the effects on the transportation network, and it is difficult to plan a transportation network without a land-use plan in place.

Goals and actions that follow at the end of the chapter are designed to address the following challenges:

- Jurisdictions struggle to pay for maintenance and upkeep of the existing transportation system. **(Goal T-1)**
- Future fuel price volatility will negatively impact municipal, transit, school district, and household budgets, cutting into their ability to pay for other essential services and needs. **(Goal T-1)**

- Inter-regional express transit service between Thurston and Pierce counties improves Interstate 5 (I-5) mobility but is paid for with Thurston County tax revenues, limiting funds available for expanding local transit service. **(Goal T-1)**
- Historically, rural areas have not supported tax increases to provide or increase public transportation services. **(Goal T-1)**
- Transportation accounts for 44 percent of our region's greenhouse gas emissions. **(Goal T-2)**
- Rural residents drive more miles per capita than urban-area residents, but the nature of rural travel makes riding transit, walking, and biking impractical. **(Goal T-2)**
- Changing demographics will increase the demand for rural transit options as local population ages. Traditional fixed-route service such as that found in the region's urban core is not a workable model in rural areas and small cities. **(Goal T-2)**
- Demand for I-5 travel between Thurston and Pierce counties during peak travel times exceeds highway capacity. Widening I-5 is unlikely to happen within the next 20 years. **(Goal T-2)**
- More than 152,000 vehicles travel through Joint Base Lewis-McChord gates every day, more than 80 percent using I-5. Seventy percent of personnel live off base. More than 30 percent of these people live in the Thurston Region. Use of

transportation demand management measures to reduce single-occupancy trips is limited due to the high share of active-duty personnel and requirements of base security.

#### (Goal T-2)

- Freight access needs to be an integral consideration for all commercial areas, but especially in city centers that have constraints on space, turning radius, and access points.

#### (Goal T-3)

- Not all parts of the metropolitan area can now, or will — in the foreseeable future — be able to support fixed-route bus service, even though demand for the service is growing. It is difficult for developers, employers, and residents to predict when or if service will arrive. (Goal T-4)

- Despite increasing interest in some sort of high-capacity transit option in urban Thurston County, the region's low population and predominately suburban land-use patterns will not support this type of transit investment for decades.

#### (Goal T-4)

### Goal T-1: Ensure adequate funding for maintaining and improving an efficient multimodal transportation system that efficiently moves people and goods.

#### Sustainability Outcomes

The Thurston Region's sustainable economy will rely on a well-maintained transportation infrastructure. Efficiency is an essential component of sustainability as budgets tighten. The goal is to maximize use of the transportation network already in place. The Preferred Land-Use Scenario reduces the need to expand miles of road, limiting the jurisdiction's responsibility to build and maintain additional lane miles.

A multimodal transportation system includes walk, bike, bus, carpool, vanpool, telework, car, truck, and rail transportation systems. To be used efficiently it should be supported by well-designed, denser activity centers, urban corridor nodes of activity, and some additional commercial destinations within neighborhoods. Such improvements will increase travel options, decrease per capita vehicle miles traveled, create the types of places our community envisions, and improve health and access to goods and services.

## Opportunities and Choices

### Goal T-2: Reduce transportation congestion and environmental impacts.

#### Sustainability Outcomes

Reducing transportation congestion, and meeting regional goals for reducing vehicle miles traveled, will lead to lower greenhouse gas emissions, less car dependence, more active travel by walk and bike modes, and more transit, carpool, vanpool travel. Fewer miles traveled results in less pollution from brakes, tires, and exhaust and less new road construction — saving huge development and maintenance costs over time.

### Goal T-3: Consider freight mobility needs in local and regional planning.

#### Sustainability Outcomes

A sustainable economy requires efficient and predictable freight movement. When we include the needs of freight to and through our region as part of transportation and land-use planning, we can reduce or eliminate conflicts within existing and future freight corridors.

### Goal T-4: Integrate transportation considerations into land-use decisions, and vice versa.

#### Sustainability Outcomes

Achieving the Plan's Preferred Land-Use Scenario requires significant land-use changes and infrastructure investments for city, town, and neighborhood places to emerge as envisioned over time. These places reduce the need to drive by enabling shorter vehicle trip distances or making alternatives to driving more practical options.

Economic, personal, and community health and prosperity will benefit as we take action on land-use and transportation goals. Less car dependence means local "gas" dollars could be available for other goods, activities, and services in the region. More active travel (walk, bike) also improves health and reduces health care costs.



The following table includes Opportunities and Choices goals and actions, as well as the timeline, lead, and partners for each action. Timeline definitions are as follows: Underway, Short (1-3 yrs); Medium (3-10 yrs); Long (10-20 yrs). See Appendix for lead and partner acronyms and explanations.

OPPORTUNITIES & CHOICES				
Goals and Actions		Timeline	Lead	Partners
Housing				
GOAL H-1	Improve regulatory clarity and predictability to encourage urban infill and redevelopment.			
Action H-1.1	Conduct neighborhood area planning. Involve the neighborhood in the process, answer questions up front, and encourage sharing of ideas and information with the goal of creating clarity and predictability about outcomes. Processes include discussions about: density and design, showing how to integrate additional housing to achieve desired vision and goals; and, using form-based codes or other tools that may streamline the permit process by creating more certainty about outcomes that may reduce opposition and costly delays.	Underway	Cities/towns; County	Neighborhoods; Civic groups
Action H-1.2	Make sure that housing as envisioned in different areas is feasible to finance and build. Do this by commissioning pro forma-type analyses as development code is updated.	Short	Cities/towns; County	Developers; Finance
Action H-1.3	Share green building design and construction best practices; be receptive to new building technologies and practices, and support Washington State Building Code Council amendments to the state building code that support market adoption of such technologies and practices.	Short; Medium	Cities/towns; County	State; Developers; Nonprofits; PSE
Action H-1.4	Offer financial incentives for reducing environmental impacts. Engage landlords, realtors, and other community stakeholders, to enable anyone, anywhere to live in a healthy, energy- and water-efficient home. Create incentives for stormwater retrofits in existing neighborhoods, disconnect downspouts to allow for infiltration, add rain gardens, rain water harvesting, porous patios and driveways, etc.	Underway	Cities/towns; County	Finance; Developers; Nonprofits; PSE
Action H-1.5	Create a local or regional standing committee, composed of public- and private-sector representatives, tasked with maximizing collaboration and cooperation toward achieving shared housing goals.	Underway	TRPC	Cities/towns; County; Developers; Finance; Nonprofits

## OPPORTUNITIES & CHOICES

Goals and Actions		Timeline	Lead	Partners
<b>GOAL H-2</b>	<b>Increase housing amid urban corridors and centers to meet the needs of a changing population.</b>			
<b>Action H-2.1</b>	Review regulations that stymie or prevent housing development near or within urban corridors and centers. Offer more opportunities for young, aging, and single populations to meet housing needs, especially in centers and transit corridor areas where there will be a choice for a less car-dependent lifestyle. For example, cities could use zoning to cluster senior care facilities near corridors and medical facilities to provide more efficient delivery of medical services.	Short	Cities/towns; County	Developers; Neighborhoods; IT
<b>Action H-2.2</b>	Remove barriers or “right-size” regulations to achieve goals. Regulatory barriers include: parking requirements, setbacks, building height limits, and barriers to building green or retrofitting existing housing.	Short; Medium	Cities/towns; County	Developers; Neighborhoods; PSE
<b>Action H-2.3</b>	Identify priority areas ripe for housing development that will meet multiple goals. These include areas that offer more transportation choices, such as urban corridors. Focusing housing and jobs may eventually achieve the density needed to support long-range goals for higher-capacity transportation such as bus rapid transit. Increased housing density is also needed to create the “places” envisioned in the Plan, such as vibrant urban centers and corridors, or to support neighborhood activity hubs. Support developments that meet these objectives. Reduce review and approval times and consider providing infrastructure to support this type of development. Expect neighborhood opposition and plan for it.	Short	Cities/towns	IT
<b>Action H-2.4</b>	Examine ways to encourage smaller, affordable housing units through the fee structure, especially in centers, corridors or adjacent to neighborhood service hubs.	Short	Cities/towns	Developers; Neighborhoods
<b>Action H-2.5</b>	Reduce local jurisdiction-specific impact fees where there is less impact (fewer trips due to proximity of services, transit, sidewalk, and bicycle networks; park fees in centers where the parks serve the entire community).	Medium	Cities/towns; County	Developers; Neighborhoods

## OPPORTUNITIES & CHOICES

Goals and Actions		Timeline	Lead	Partners
Action H-2.6	Use tax exemptions, such as Special Valuation (multifamily tax exemption), or other financing tools to make projects financially feasible. Special Valuation allows property tax exemptions in return for development of four or more low-income or market-rate housing units in designated areas. Where feasible, savings could be passed down to the purchaser or renter.	Medium	Cities/towns; County	Developers; Neighborhoods
Action H-2.7	Identify opportunities to aggregate properties where housing density is needed to achieve community goals and make multifamily projects feasible to build and finance.	Short; Medium; Long	Cities/towns	Developers; Neighborhoods

## OPPORTUNITIES & CHOICES

Goals and Actions		Timeline	Lead	Partners
<b>GOAL H-3</b>	<b>Provide sufficient housing for low- and moderate-income households within each jurisdiction.</b>			
<b>Action H-3.1</b>	Set goals and policies to provide sufficient housing for low- and moderate-income households within each jurisdiction.	Short; Medium; Long	Cities/towns; HOME Consortium	Nonprofits; Developers
<b>Action H-3.2</b>	Expand and collaborate on efforts to educate tenants and landlords about housing rights and responsibilities.	Long	Cities/towns; Nonprofits	Nonprofits; Landlord organization
<b>Action H-3.3</b>	Collect and review housing benchmark data.	Long	HOME Consortium	Nonprofits
<b>Action H-3.4</b>	Incentivize developers to set aside a percentage of multifamily housing units for low- and moderate-income buyers and renters.	Short; Medium	Cities/towns; County	Developers; Neighborhoods
<b>Action H-3.5</b>	Provide funding for shared-equity policies — via community land trust or down-payment assistance models — to make buying housing of all types (single-family homes, condos, duplexes) affordable.	Short; Medium	Nonprofits; Cities/towns; County	Nonprofit funders; Finance
<b>Action H-3.6</b>	Encourage the bulk purchase of delinquent mortgages from lenders to prevent foreclosures and stabilize communities.	Short; Medium	Cities/towns; County	Finance
<b>Action H-3.7</b>	Encourage re-entry into the housing market by fostering Housing Ownership Reengagement Centers. They offer services such as home ownership preparation and foreclosure assistance and prevention.	Short; Medium; Long	Cities/towns; County; Nonprofits	Realtors
<b>Action H-3.8</b>	Encourage rapid build-up of equity through financial innovations so homeowners are less likely to default when market conditions are unfavorable.	Short; Medium; Long	Finance	Nonprofits; State; Federal

## OPPORTUNITIES & CHOICES

Goals and Actions		Timeline	Lead	Partners
<b>GOAL H-4</b>	<b>Maximize opportunity to redevelop land in priority areas by investing in infrastructure and environmental remediation.</b>			
<b>Action H-4.1</b>	Mitigate the additional cost of development in centers and corridors by making public infrastructure investment that adds value, safety and public enjoyment for the entire community and that result in appropriate public return on investment when adjacent properties are developed (increases area's tax base, activity and livability). Allow for latecomers and other methods of repayment for government outlay for infrastructure.	Underway; Short; Medium; Long	Cities/towns; County; IT; LOTT	Developers; Neighborhoods
<b>Action H-4.2</b>	Identify additional funding sources to make building infrastructure as part of a priority infill housing project more financially viable.	Short; Medium	Cities/towns; County	Finance; Developers
<b>Action H-4.3</b>	Do soil and groundwater assessments and evaluate appropriate remediation options where contaminated soils and groundwater exist. Identify funds for assessment and remediation. Apply for grants and loans to complete clean-up.	Short; Medium; Long	Cities/towns	State; Federal
<b>GOAL H-5</b>	<b>Provide sufficient service-enriched housing for homeless and high-risk populations.</b>			
<b>Action H-5.1</b>	Include shelters, group homes, transitional housing, and permanent housing with social services in zoning codes and locate where these facilities have access to transit, parks, and other amenities.	Short; Medium	Cities/towns; County	Nonprofits; IT; Neighborhoods

## OPPORTUNITIES & CHOICES

Goals and Actions		Timeline	Lead	Partners
GOAL H-6	Encourage housing density and diversity in neighborhoods to add vibrancy and increase equitable access to opportunity.			
Action H-6.1	<p>Review and amend residential zoning policies to provide opportunity for the mix and density of housing needed to meet the needs of changing demographics, use land wisely, and support nearby transit and businesses.</p> <p>Remove barriers to providing for “middle density” types of housing, such as duplexes, fourplexes, and mansion apartments in neighborhoods close to transit corridors. Consider innovative housing options such as “new” boarding houses, or aPodments, which have common kitchen and living spaces and little or no onsite parking. This will offer those wishing to live in a walkable urban are an alternative to suburban single-family homes, which can then be sold to newly forming households with children.</p>	Medium	Cities/towns; County	IT
Action H-6.2	<p>Encourage “gentle densification,” such as accessory dwelling units, small houses on small lots, attached housing types or appropriately scaled multifamily buildings, cottage housing, and village cohousing developments in neighborhoods.</p> <p>Make desired outcomes clear, identify infill opportunity sites, and resolve issues to achieve desired results. Create pre-approved housing templates to reduce fees and processing times.</p>	Short	Cities/towns; County	

## OPPORTUNITIES & CHOICES

Goals and Actions		Timeline	Lead	Partners
<b>GOAL H-7</b>	Encourage the construction, weatherization and operation of homes to boost energy efficiency.			
<b>Action H-7.1</b>	Prioritize home weatherization funds to preserve affordable housing (units for low- and moderate-income households) and further other sustainability goals.	Short	Cities/towns; County	State; Federal; Nonprofits; PSE
<b>Action H-7.2</b>	Support and expand current funding and incentive programs that encourage building owners and occupants to choose resource-efficient appliances and weatherize homes.	Underway	Cities/towns; County; PSE; TE; LOTT	
<b>Action H-7.3</b>	Engage landlords and property managers in energy efficiency efforts.	Underway	Cities/towns; County; TE	Housing Authority; PSE
<b>Action H-7.4</b>	Work with local financial institutions to facilitate affordable financing of energy upgrades.	Short	Cities/towns; County	Finance; PSE
<b>Action H-7.5</b>	Encourage energy audits of large power consumers to identify efficiency improvements.	Short	Cities/towns; County	PSE
<b>Action H-7.6</b>	Work collaboratively to adopt uniform energy-efficiency building standards and engage in continuous improvement.	Short	Cities/towns; County	Nonprofits; State; PSE

## OPPORTUNITIES & CHOICES

Goals and Actions		Timeline	Lead	Partners
Health & Human Services				
GOAL HHS-1	Provide sufficient health and human services for all county residents.			
Action HHS-1.1	Implement Affordable Care Act provisions. Develop health homes that include treatment and prevention activities (primary care, mental health, chemical dependency, and oral health). Use information technology to support better coordination and communication, and integrate services.	Underway; Short	Federal HHS	DOH; HCA; Local health care providers
Action HHS-1.2	Continue promising, evidence-based practices to address violence, particularly against young women.	Underway	TCPHSS	Thurston Coalition for Women's Health
Action HHS-1.3	Implement innovative approaches and expand on proven ways to improve service delivery. Examples of promising practices include: MedMAN, a program to develop a common approach and shared resources for treating patients with complex medication management needs; and, introducing and implementing PEARLS, an evidence-based program for treating depression in the elderly ( <a href="http://www.pearlsprogram.org">www.pearlsprogram.org</a> ).	Short; Medium; Long	Various	
Action HHS-1.4	Develop a robust, sustainable funding system for evidence-based, promising practices to support health and human services.	Underway; Short; Medium; Long	Thurston County BOH	Various – involved in TT
Action HHS-1.5	Increase the number of health care providers for the population. Example: Expand the Providence St. Peter Family Medicine Residency Program	Medium	Various	Hospitals
Action HHS-1.6	Develop public/private partnerships to accomplish improved health promotion and service delivery both within the Thurston Region and across a multi-county region.	Short; Medium; Long	Thurston County BOH	Multiple TT action teams
Action HHS-1.7	Include health and human service goals, objectives and policies in local comprehensive plans.	Underway; Short; Medium	Cities/towns; County	



## OPPORTUNITIES & CHOICES

Goals and Actions		Timeline	Lead	Partners
GOAL HHS-2	Reduce the incidence of preventable disease.			
Action HHS-2.1	<p>Thurston Thrives</p> <p>Develop a community-wide health action agenda for sustainable health improvement. The health agenda will establish population-wide indicators, improvement targets, strategies and partnerships in each major domain of community health including: water, air, disease carriers and the physical environment, our food system, housing, education, income, community design, community cohesion, youth development and resilience, clinical prevention, and medical and behavioral treatment. [Also Action L-2.5]</p>	Underway (Phase 1 2013-2014)	Thurston County BOH	Cities/towns; TRPC; Nonprofits; Businesses; IT
Action HHS-2.2	<p>Expand programs or measures to reduce tobacco and other drug use.</p> <p>This includes: continuing/expanding youth programs to prevent initiation of tobacco use; expanding or establishing new smoke/tobacco free areas around the county; and, introducing and implementing measures to curtail tobacco marketing and sales.</p>	Short; Medium; Long	TCPHSS; TOGETHER!	Cities/towns
Action HHS-2.3	Continue expanding Early Childhood Education and Assistance Programs (ECEAP).	Short; Medium; Long	School districts	State; Federal
Action HHS-2.4	Expand evidence-based home visitation programs and parent education offered in neighborhood areas, especially for low-income new parents.	Short; Medium; Long	Various	
Action HHS-2.5	Continue to review projects/development applications for health impacts.	Underway; Short; Medium; Long	County (Environment al Health)	Cities/towns
Action HHS-2.6	<p>Review land-use regulations/regulatory changes for their health impacts; implement more extensive health impact assessment.</p> <p>Example: Add analysis that address how the project helps or hinders access to healthy foods or opportunities for physical activity.</p>	Medium	Cities/towns; County	IT
Action HHS-2.7	Amend state law to make it easier for cities to annex areas with an identified health problems that could be corrected by the addition of sewer, water, or stormwater infrastructure.	Medium	State (Legislature)	Cities/towns; County

## OPPORTUNITIES & CHOICES

Goals and Actions		Timeline	Lead	Partners
Schools & Transportation				
GOAL S-1	Encourage safe and active school transportation to improve community health, economic, and environmental outcomes.			
Action S-1.1	Acknowledge primary responsibility of schools for education as well as common interest in the health and safety of students.	Short; Medium; Long	School districts; Cities/towns; County	TRPC; IT
Action S-1.2	Continue to support and act on the Healthy Kids – Safe Streets Action Plan and other programs that are working to build a generation of healthy and safe walkers, bicycle, and bus riders. Offer education and encouragement programs and build the necessary sidewalk, bike lane and other safety improvements necessary to increase student physical activity, safe travel knowledge and practice, and reduce car trips and traffic around schools especially during peak travel times.	Short; Medium; Long	School districts; Cities/towns; TRPC; IT	County; Nonprofits
Action S-1.3	Commit to early and frequent collaboration between school districts and jurisdictions on school siting, design, and safe travel infrastructure around schools to encourage walk, bike, and bus trips to school.	Short; Medium; Long	School districts; Cities/towns	TRPC; IT
Action S-1.4	In new neighborhoods, site and design schools that maximize opportunity for neighborhoods and the community, and encourage travel to schools on foot, by bike or by bus.	Short; Medium; Long	School districts; Cities/towns	IT
Action S-1.5	Develop new public/public or public/private partnerships to maximize and leverage revenue for schools and other facilities, including surrounding safe walk/bike routes.	Short; Medium; Long	School districts; Cities/towns	County; IT

## OPPORTUNITIES & CHOICES

Goals and Actions		Timeline	Lead	Partners
Action S-1.6	Maximize use of Intercity Transit and school district buses for trips to and from school. Look for opportunities to coordinate systems where efficiencies will result.	Short; Medium; Long	School districts; IT	Cities/towns; County
Action S-1.7	Incorporate “peaceful school bus” training in schools (program teaches good travel behavior, including anti-bullying education and safety for walkers, bike riders, and bus riders).	Short; Medium; Long	School districts	IT
Action S-1.8	Organize seniors to be a safety resource for students (block watch and “walking school bus” monitors — adults walk with groups of students to school on a fixed route through the neighborhood).	Short; Medium; Long	School districts	TRPC; IT
GOAL S-2	Improve community coordination to create schools that use land, tax dollars, and other resources efficiently.			
Action S-2.1	Require school district and jurisdiction planners to meet at least twice annually to share information and discuss issues related to long- and short-term planning for schools, parks, bike/pedestrian/bus network or other facilities. Build relationships and share issues and information to encourage creativity, innovative thinking, and collaboration.	Short; Medium; Long	School districts; Cities/towns	TRPC; County; IT
Action S-2.2	Commit to long-range cost/benefit analysis when making school siting, design and infrastructure investment decisions. Ensure analysis considers community and household transportation and health costs, as well as cost to build sidewalk connectivity within a quarter to half mile radius of school. Consider changing demographic needs (younger and older households needing safe, accessible walk routes and neighborhood destinations).	Short; Medium; Long	School districts; Cities/towns	County; IT
Action S-2.3	Explore innovative strategies, such as public-to-public land swap opportunities, to create suitably-sized parcels for new schools close to existing neighborhoods or where there is convenient access to good transit service.	Short; Medium; Long	School districts; Cities/towns	IT; County
Action S-2.4	Build multistory schools, and co-locate facilities to use less land and maximize use of public facilities and funds (schools, athletic facilities, parks, street, sidewalk, trail improvements).	Short; Medium; Long	School districts; Cities/towns	

## OPPORTUNITIES & CHOICES

Goals and Actions		Timeline	Lead	Partners
Action S-2.5	Identify joint use and cost-sharing opportunities when co-locating facilities or making infrastructure investments. Make it easy to allow secondary uses (daycare centers) at school sites.	Short; Medium; Long	School districts; Cities/towns	Nonprofits
Action S-2.6	Create incentives to locate schools within walking distance of large student populations or near available transit routes.	Medium	School districts; Cities/towns	State; TRPC
Action S-2.7	Create incentives that support retrofit and maintenance of existing schools, and infrastructure improvements such as sidewalks.	Medium	School districts; Cities/towns	State; TRPC
Action S-2.8	Create funding for school land acquisition, including incentives for purchases, land swaps, and other avenues for obtaining land inside the Urban Growth Area.	Medium	School districts; Cities/towns; County	State; TRPC
Action S-2.9	Increase state compensation to school districts for construction costs of schools sited within the Urban Growth Area.	Medium	School districts; Cities/towns	State; TRPC
Action S-2.10	Change state law to simple majority vote for school bond measure approval.	Medium	School districts; Cities/towns	State; TRPC

## OPPORTUNITIES & CHOICES

Goals and Actions		Timeline	Lead	Partners
<b>GOAL S-3</b>	<b>Improve infrastructure around schools that results in safe pedestrian, bicycle, and bus access.</b>			
<b>Action S-3.1</b>	Identify and collaborate on funding support for safety education and infrastructure improvements around schools (transportation and safe routes to school funds).	Short; Medium; Long	Cities/towns; School districts	TRPC; IT; State
<b>Action S-3.2</b>	Adopt policy in jurisdiction plans to make improvements around schools a high priority. Prioritize, fund, and build improvements within one mile of school — focusing effort within a quarter to half-mile of schools.	Short; Medium; Long	Cities/towns; School districts	TRPC; IT
<b>Action S-3.3</b>	Include infrastructure improvements in bond measures when building or retrofitting schools (sidewalks and paths, safe crossing and safe access for walkers, bike and bus riders arriving at school).	Short; Medium; Long	School districts	Cities/towns
<b>Action S-3.4</b>	Review capital facilities plans and implement school impact fees countywide to help cover the cost of infrastructure needs as growth occurs.	Short	County; School districts	Cities/towns
<b>Action S-3.5</b>	Identify targeted revenue source for sidewalk and safety improvements around schools — especially those with walk and bike safety education and encouragement programs.	Short; Medium	Cities/towns; County	IT; TRPC
<b>Action S-3.6</b>	Recognize the needs of small Cities/towns and school districts to collaborate with the Washington State Department of Transportation to meet challenges. This includes building frontage roads as part of development when locating schools adjacent to state highways, and slowing speeds on portions of state highways in close proximity to schools crossing areas.	Short	State; Cities/towns	

## OPPORTUNITIES & CHOICES

Goals and Actions		Timeline	Lead	Partners
Local Food Systems				
GOAL F-1	Coordinate local food planning efforts to create a socially, economically, and environmentally sustainable regional system.			
Action F-1.1	Convene a food policy council/advisory group, bringing all the food “players” to the table and develop a local food systems plan, including a production capacity analysis. [Also Action L-2.2]	Underway	Thurston Food System Council	Cities/towns; Chambers; County; EDC; Higher Ed; Nonprofits; School districts; TESC
Action F-1.2	Plan for gardens when developing plans for schools and other public facilities (i.e. provide/include a water source).	Long	School districts	Cities/towns; County
Action F-1.3	Consider food-related places as “destinations” in land-use and transportation planning. Consciously plan where to locate a food bank, a meal program, a farm, or a store.	Medium	Cities/towns; County	IT; School districts; Nonprofits; State; TRPC; WSU
Action F-1.4	Encourage more sustainable agriculture processes.	Long	WSU	Cities/towns; County; Higher Ed; Land trusts; Nonprofits; TESC; Tribes
Action F-1.5	Explore less land-intensive farming models such as aquaculture and vertical gardening.	Long	WSU	Cities/towns; County; Higher Ed; Land trusts; Nonprofits; TESC; Tribes
Action F-1.6	Increase regional seed production.	Medium	WSU	Cities/towns; County; Higher Ed; Nonprofits; TESC; Tribes
Action F-1.7	Find creative ways to protect and replenish soil.	Medium	WSU	Cities/towns; County; Nonprofits; TESC; Tribes

## OPPORTUNITIES & CHOICES

Goals and Actions		Timeline	Lead	Partners
<b>GOAL F-2</b>	<b>Enhance the economic viability of the local food system.</b>			
<b>Action F-2.1</b>	Help support living wages for farmers, including year-round farmers' markets and community-supported agriculture, farm stands, farm stays, and agritourism.	Underway	Agritourism; STEDI; Thurston Food System Council	Cities/towns; County; Higher Ed; Land trusts; Nonprofits; School districts; Tribes; TESC
<b>Action F-2.2</b>	Work with long-established entities, such as granges and the Washington State University Extension, to help food businesses network and gain information.	Underway	WSU	EDC; Higher Ed; Land trusts; Nonprofits; State; Tribes
<b>Action F-2.3</b>	Work with the banking industry and local investors and lenders on models to support small food-related business.	Underway	Thurston Food System Council	Cities/towns; Chambers; County; EDC; Finance; Nonprofits; State; Tribes
<b>Action F-2.4</b>	Create a regional food center with space for food growing, processing, training, storage, and restaurants. (Assessment underway)	Long	Thurston Food System Council	Cities/towns; Chambers; County; EDC; Finance; Higher Ed; Nonprofits; Port; State; Tribes
<b>Action F-2.5</b>	Create cooperatives that allow businesses and community members to share processing facilities, equipment, and food storage space. A good local example is the grain-buyers coop. (Assessment underway)	Medium	Thurston Food System Council	EDC; Higher Ed; Nonprofits; Tribes
<b>Action F-2.6</b>	Consider developing small agricultural processing plants and mobile operations to increase opportunity and economic viability.	Medium	WSU	Cities/towns; Chambers; County; EDC; Higher Ed; Nonprofits; Port; State; Tribes

## OPPORTUNITIES & CHOICES

Goals and Actions	Timeline	Lead	Partners
<b>Action F-2.7</b> Encourage farmers' transportation co-operatives for taking goods to market and to central distribution points. (Assessment underway)	Medium	TRPC; WSU	Cities/towns; Chambers; County; EDC; Higher Ed; Nonprofits
<b>Action F-2.8</b> To support no-net loss of agricultural and resource lands, a primary sustainability goal, create cooperative opportunities for joint purchase of land and incentives for using lands for farming, and zone existing farmlands for agriculture.	Medium	Cities/towns; County	Land trusts; Nonprofits; State; WSU
<b>Action F-2.9</b> Encourage urban and rural agriculture by lowering the cost of water, including subsidizing or providing reclaimed water options at a lower rate. Encourage State Department of Ecology to expand allowable rainwater harvesting without violating water rights law to support agriculture.	Long	Cities/towns; County; State	LOTT; Nonprofits; Port; State; Federal
<b>Action F-2.10</b> Work with waterfront property owners on voluntary oyster seeding and other shellfish production. This should include public and private owners, including TESC.	Long	Cities/towns; County; State	LOTT; TESC; Nonprofits; Port; State; Federal
<b>Action F-2.11</b> Track rural area issues and conflicts, and implement strategies to resolve these. Examples include dairy cow manure-to-biogas operations, eco-tourism, and other value-added activities that increase economic viability of agricultural operations.	Underway	Cities/towns; County	Chambers; EDC; Higher Ed; Land trusts; Nonprofits; Port; PUD; PSE; State; STEDI; TCAT; TE; TESC; Utilities
<b>Action F-2.12</b> Encourage entrepreneurial food truck businesses. Examine health and safety regulations, zoning and other policies and adapt as necessary to support this industry while still protecting public health. Explore centralized commercial kitchens to support this type of business opportunity.	Short	Cities/towns; County; TCPHSS	Chambers; EDC; Nonprofits; Enterprise for Equity; TESC



## OPPORTUNITIES & CHOICES

Goals and Actions		Timeline	Lead	Partners
<b>GOAL F-3</b>	<b>Ensure universal access to secure, nutritious, and affordable food in the Thurston Region.</b>			
<b>Action F-3.1</b>	Implement more mobile food delivery, working with neighborhood associations and community organizations (e.g., the bookmobile model).	Medium	Cities/towns; County	Chambers; EDC; Higher Ed; Nonprofits
<b>Action F-3.2</b>	Create a “food hub” that connects producers with users. This may include connecting farmers with restaurants/stores that need local produce or with locations to process or distribute products.	Medium	Thurston Food System Council	Chambers; EDC; Higher Ed; Nonprofits; School districts; State; Tribes
<b>Action F-3.3</b>	Identify locations to serve as hubs for food distribution, such as worksites that allow community-supported agriculture deliveries, and explore integration with the emergency food system.	Medium	Thurston Food System Council	Higher Ed; Nonprofits; School districts; State; Tribes
<b>Action F-3.4</b>	Identify opportunities to buy fresh food at rural commercial hubs.	Medium	Thurston Food System Council	Cities/towns; Chambers; County; EDC; Higher Ed; Nonprofits; School districts; Tribes
<b>Action F-3.5</b>	Identify public spaces to use for community gardens and other food production. Consider underused school property and encourage neighborhood/school cooperative gardens.	Underway	Thurston Food System Council	Cities/towns; County; Higher Ed; Housing Authority; Land trusts; Nonprofits; School districts; State; TESC; WSU
<b>Action F-3.6</b>	Encourage large public worksites with plentiful free parking to make some spaces available to food trucks to bring diverse meal options and fresh produce to workers.	Long	Cities/towns; County; State; TRPC	Chambers; EDC; Nonprofits
<b>Action F-3.7</b>	Create systems to support food donations by hospitality industry and other institutional food producers. Support local business and encourage local food donations. Create additional incentives for farmers to encourage gleaning. Support distribution model that improves access of low income households to food throughout county.	Underway	Thurston County Food Bank; Senior Services for South Sound	Cities/towns; Chambers; County; EDC; Nonprofits; Tribes

## OPPORTUNITIES & CHOICES

Goals and Actions		Timeline	Lead	Partners
Action F-3.8	Encourage food production in urban areas/neighborhoods.	Underway	Cities/towns; County	Nonprofits; School districts
Action F-3.9	Explore disincentives — such as taxes on junk food — for nutritionally deficient foods.	Long	Cities/towns; County; State	Nonprofits
GOAL F-4	Enhance public education and outreach related to the local food system.			
Action F-4.1	Establish a local branding campaign that helps the public recognize and value “produced in Thurston Region” products.	Medium	Agritourism; STEDI; Thurston Food System Council	Cities/towns; Chambers; County; Nonprofits; Tribes
Action F-4.2	Create a central website for food and food-related activities, events, and information. Provide education/training on all aspects of the food system.	Underway	Thurston Food System Council	Cities/towns; Chambers; County; EDC; Higher Ed; Nonprofits; School districts; State
Action F-4.3	Market food activities as part of a larger education campaign. This may include National Food Day.	Underway	Thurston Food System Council	Cities/towns; County; Higher Ed; Nonprofits; School districts; Tribes; VCB
Action F-4.4	Organize ceremonies and celebrations around food and include local food in existing community events.	Underway	Thurston Food System Council	Cities/towns; Chambers; County; Higher Ed; Nonprofits; School districts; Tribes; VCB
Action F-4.5	Provide education and outreach about “when is food trash.” Explain pull dates, expiration dates, and other coding.	Medium	TT; Thurston County Food Bank; Thurston Food System Council	Cities/towns; County; Higher Ed; Nonprofits; School districts

## OPPORTUNITIES & CHOICES

Goals and Actions	Timeline	Lead	Partners
Transportation System			
<b>GOAL T-1</b>	<b>Ensure adequate funding for maintaining and improving an efficient multimodal transportation system that efficiently moves people and goods.</b>		
<b>Action T-1.1</b>	Dedicate sufficient revenue to pay for system maintenance and preservation, raise additional revenues for this purpose if necessary through Transportation Benefit Districts or other means. Include a coordinated, regional approach to maintaining the regional trail system.	Short	Cities/towns; County Federal; State; TRPC
<b>Action T-1.2</b>	Pursue state funding support for interregional express transit service that relieves demand for additional interstate capacity. Continue to explore partnerships with Sound Transit to share express service responsibilities between Thurston and Pierce counties.	Underway	IT Cities/towns; County; State; TRPC
<b>Action T-1.3</b>	Conduct an alternatives analysis, a specific type of analysis used to determine what types of high capacity transit the region may be able to support in the future, and which is required to apply for federal funding.	Long	TRPC IT; Cities/towns; County
<b>Action T-1.4</b>	Building on the current Rural & Tribal Transportation Service (R/T), continue to explore models for providing rural transit services tailored to the needs of rural communities. Identify potential sustainable funding sources.	Short	TRPC Cities/towns; IT; Federal; State

## OPPORTUNITIES & CHOICES

Goals and Actions		Timeline	Lead	Partners
GOAL T-2	Reduce transportation congestion and environmental impacts.			
Action T-2.1	Explore ways to increase the use of alternative forms of travel (walk, bike, bus, carpool, vanpool, telecommute). Develop and maintain incentives for employers and jurisdictions that encourage Commute Trip reduction for their employees.	Underway	TRPC; Cities/towns; County; State	IT; R/T; State
Action T-2.2	Expand travel options for rural residents by establishing park-and-pool facilities that increase vanpool and carpool options in the small cities and rural communities – especially around Bucoda, Rainier, and Tenino.	Underway	STEDI	Cities/towns; County; IT; State
Action T-2.3	Connect urban and rural bicycle and pedestrian pathways with parks and open spaces to encourage more active transportation and use of natural areas.	Short	Cities/towns; County	TRPC
Action T-2.4	Explore “hard shoulder running” to add a high-occupancy vehicle (HOV) lane between Thurston and Pierce counties within the existing I-5 paved right-of-way.	Short	WSDOT	Cities/towns; County; TRPC; IT
Action T-2.5	Explore congestion pricing between Thurston and Pierce counties to encourage transit, vanpool, and carpool use on I-5 during peak commute periods. Target revenues to projects that enhance system efficiency.	Short	TRPC	State; Federal; IT
Action T-2.6	Promote increased use of vanpool and carpools by Joint Base Lewis-McChord personnel living in the region, supporting these efforts by taking a leadership role.	Underway	JBLM; IT; PT	Cities/towns; County; State; TRPC
Action T-2.7	Pursue changes in U.S. Department of Defense policies that restrict demand management measures such as parking pricing, flex schedules, and funding of on-base shuttles.	Short	TRPC; Federal	IT; State

## OPPORTUNITIES & CHOICES

Goals and Actions		Timeline	Lead	Partners
Action T-3.1	Ensure that transportation plans and funding strategies explicitly consider the need to move goods and services within and between local communities, and between the Thurston Region and other markets.	Medium	Cities/towns; County; TRPC	Port; State
GOAL T-4	Integrate transportation considerations into land use decisions, and vice versa.			
Action T-4.1	As land use plans are updated, assess zoning densities and location of urban neighborhoods and activity centers and identify areas where density can increase. Change urban zoning and land-use rules so that a more compact form of development can be created to ensure that future land-use patterns will be efficient to serve with transit, freight or other transportation infrastructure.	Short	Cities/towns; County	IT
Action T-4.2	Establish time-lines and criteria for expansion of transit to existing and newly emerging activity centers.	Short	IT; TRPC	Cities/towns; County
Action T-4.3	Align transportation infrastructure funding to support the region's preferred land-use vision for vibrant centers, corridors, and neighborhood centers while protecting rural residential lands, farmlands, prairies, and forest lands.	Underway	TRPC; Cities/towns; County	IT; Port
Action T-4.4	Evaluate integration of location-efficiency into transportation impact fee structures.  Impact fees could be adjusted depending on location within a city. Some areas such as centers are more location-efficient as jobs, housing and shopping are in close proximity. This means that new buildings (commercial and residential) located in these areas tend to have less impact on the existing street network than development in more suburban or rural locations, where people tend to be more auto-dependent and drive greater distances.	Short	Cities/towns; County	TRPC
Action T-4.5	Work with interested stakeholders to create transportation management areas where traditional fixed-route transit service is not feasible. This will help identify and implement alternative models of employee-oriented transit service funded by the transportation management area.	Short	TRPC	Cities/towns; County; IT

# Investment

**R**einvestment in existing places rather than expanded investment in new infrastructure to outlying, low-density areas will create long-term financial resiliency and stability for our community.



Providing infrastructure and services for the current population of 252,000 people in the Thurston Region is difficult. Providing infrastructure and services for an additional 120,000 by 2035 will be even more challenging. The state's Growth Management Act calls for concentrating growth in the urban areas, the most efficient and environmentally safe way to accommodate development. Our existing



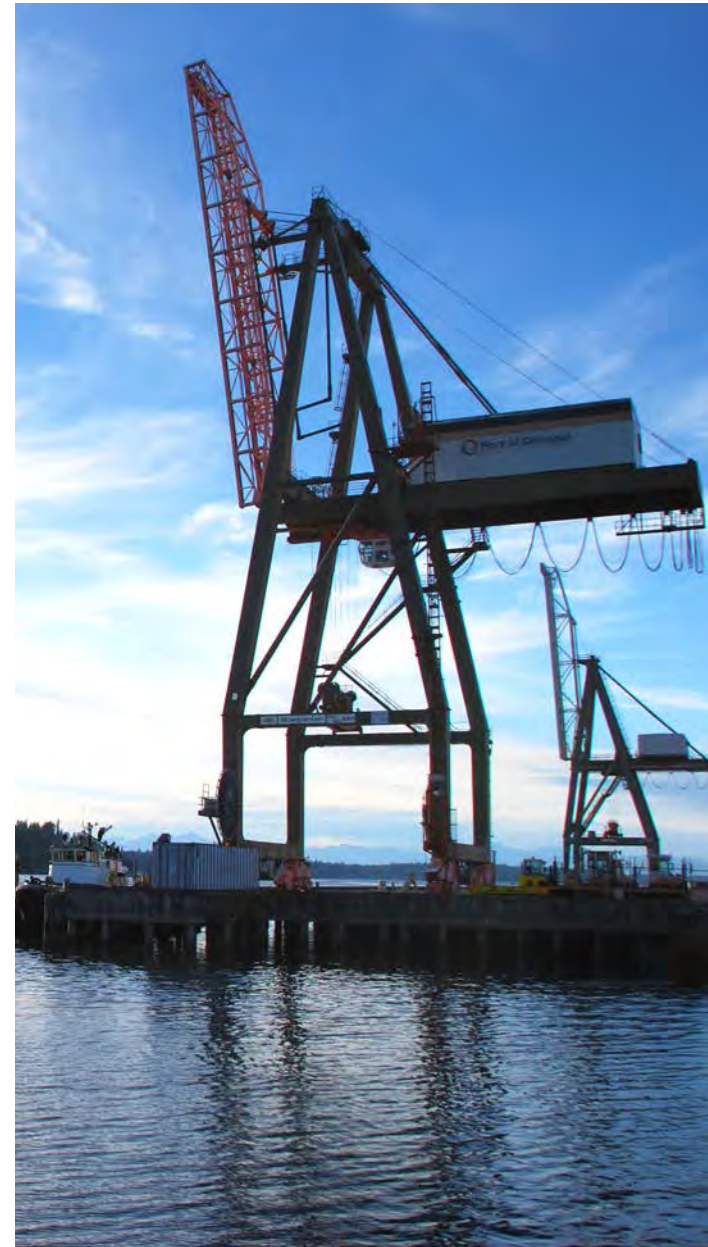


land-use plans and regulations envision compact growth, and the Preferred Land-Use Scenario sets an ambitious target of accommodating 95 percent of growth in our existing and planned urban areas. This could lead to \$1.6 billion savings in road and associated infrastructure for residential development alone, as well as spur reinvestment in our existing city and town centers. Such savings could help address our aging infrastructure, provide for a more efficient delivery of essential services, and create vitality that will increase tax base return on investment.

The following pages of this chapter include general goals, actions and sustainability outcomes related to Infrastructure, Energy, Public Safety, and Solid Waste. Taking the actions will help the region achieve its priority goals and targets.

#### **Sustainable Thurston Foundational Principles & Policies related to Investment include:**

- Maximize the use of existing infrastructure and assets. Leveraging the value of these in building vital, healthy, and economically viable communities;
- Make public investments that further multiple community goals, target identified priorities, and leverage additional investment;
- Consider economies of scale and long-term maintenance costs when investing in infrastructure;
- Provide and maintaining municipal services (water, sewer, solid waste, public safety, transportation, and communication networks) in a sustainable and cost-effective manner; and,
- Champion energy efficiency and renewable energy strategies that contribute to energy independence, economic stability, reduced climate impacts, and long-term household and community health.



*Port of Olympia cranes.*

## Water Infrastructure

Residents of the Thurston Region want clean water that is sufficient to meet their daily needs. Water and wastewater entering and leaving homes and business should be delivered in a cost-effective and environmentally safe way.

### Challenges & Opportunities

Water Infrastructure includes drinking water, wastewater, reclaimed water, and stormwater infrastructure. Each of these plays an important role in maintaining the quality and quantity of local water resources. Protecting our water resources is one of the region's highest priorities.

The Thurston Region benefits from past decisions to build major facilities such as the LOTT Clean Water Alliance's sewage treatment facility [LOTT is composed of Lacey, Olympia, Tumwater and Thurston County], which required many years to plan, fund, and construct. In the coming decades, choices about how we grow, where we grow, and efficiency of systems in new or retrofitted housing and commercial buildings will determine how cost-effective and environmentally safe our water infrastructure will be.

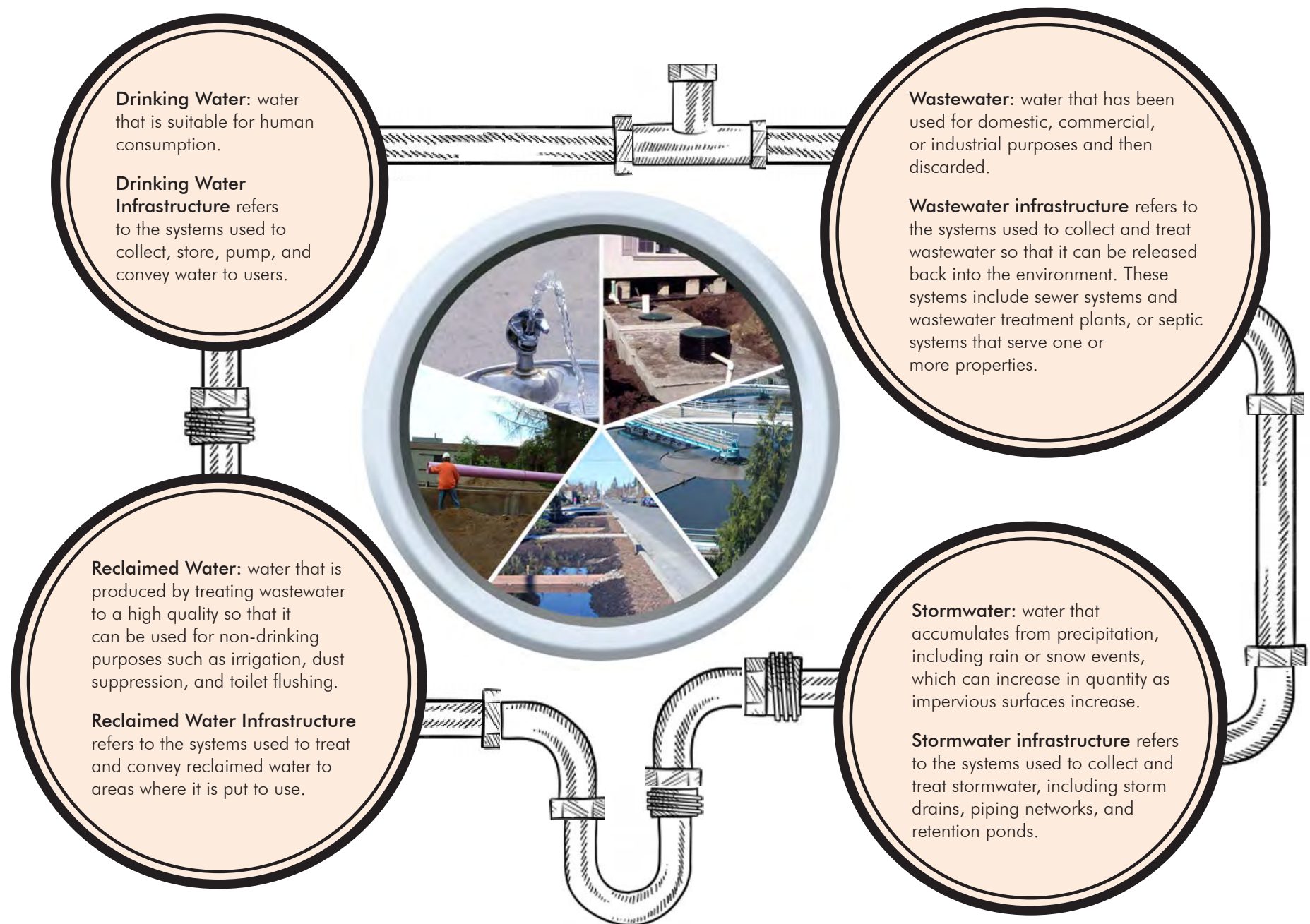
Many local and state regulations seek to protect groundwater, surface water, and aquatic resources from development impacts, but these regulations represent only one piece of a larger puzzle. Protecting water quality and quantity will require cooperation and collaboration between our local, state, and tribal governments. They will all share the burden of maintaining existing water infrastructure, as well as any infrastructure added to the water system. The challenge to our regional water system is to do more with less.





Goals and associated actions at the end of the chapter are designed to address the following challenges:

- **Water Resources:** Water resources span jurisdictional boundaries requiring collaboration between communities for effective management. Maintaining, protecting and building water infrastructure is difficult — and it becomes more difficult with tight budgets. **(Goal WI-1)**
- **Water Availability:** The number of water rights owned and the success of conservation efforts limits the amount of water available to cities and water districts now and in the future. Both acquisition of water rights and conservation involve a long and difficult process. Drilling wells without any new water rights (exempt wells) is often less expensive than connecting to sewer. **(Goal WI-1)**
- **Cost of Septic Systems versus Sewer:** Adding septic systems is often less expensive than connecting to sewer. This encourages growth to occur in areas and in a manner that threatens clean water. **(Goal WI-2)**
- **Growth Constraints:** Commercial growth and economic development envisioned for Bucoda and Rainier cannot happen without significant investments in a public sewer system. **(Goal WI-2)**
- **Septic Systems:** Even properly functioning septic systems introduce damaging nitrates to waterways. Improperly functioning septic systems or a high concentration of septic systems — such as in higher-density residential neighborhoods — can pollute ground and surface waters. Providing new public sewer systems to existing or new neighborhoods is expensive. **(Goal WI-2)**
- **Groundwater Pollution:** Most of the water used within the county is groundwater, which requires resources to monitor and understand. You can't see it, and it can be polluted by transportation spills, inappropriate land-use practices, stormwater, and septic systems. **(Goal WI-2 and 3)**
- **Stormwater Treatment:** Few stormwater treatment systems exist in rural Thurston County neighborhoods, increasing risk for flooding of buildings and roads in some areas, as well as adding pollutants to groundwater and surface waters such as Puget Sound or the Deschutes River. **(Goal WI-3)**
- **Reclaimed Water:** Additional investment in reclaimed water systems needs clarity about use and required standards. Communities are looking to reclaimed water systems for opportunities to stretch drinking water supplies and mitigate new water rights. **(Goal WI-4)**



### Goal WI-1: Provide efficient and effective drinking water infrastructure.

#### Sustainability Outcomes

Managing water resources holistically and collaboratively using the best information available will help local jurisdictions stretch limited fiscal resources. Reducing new development on individual wells, and providing incentives to encourage infill where there is water system capacity will make the best use of existing water infrastructure. This will also limit the need to expand and maintain existing systems. The health of residents and the natural environment depends on safe drinking water and basic sanitation.

### Goal WI-2: Manage wastewater in a cost-effective and environmentally sound way.

#### Sustainability Outcomes

Addressing septic system threats to groundwater, lakes, streams, and Puget Sound will help protect the environment, including shellfish beds.

Encouraging infill and redevelopment in areas with existing sewer infrastructure will limit the cost of expansion and maintenance, making the best use of public dollars.

### Goal WI-3: Manage stormwater in a cost-effective and environmentally sound way.

#### Sustainability Outcomes

We must manage stormwater to protect streams and water quality, as well as to prevent flooding and the costs to individuals, the region, and the nation. Use of new technology, research and innovation, as well as education that affects personal behavior, leads to cost-effective and environmentally positive outcomes.

### Goal WI-4: Expand the utilization of reclaimed water for non-potable uses.

#### Sustainability Outcomes

Reclaiming water helps reuse our limited water resource by replenishing groundwater and stretching the supply of drinking water. Reclamation acknowledges that water is a precious resource that deserves to be conserved and reused wherever possible. Taking advantage of new reuse technology will contribute to other conservation efforts to help ensure a continued supply of water to meet the needs of residents now and in the future.

## Energy

Thurston Region residents envision a community that reduces its dependence on fossil fuels and emissions of greenhouse gases. Pursuing energy-efficiency and renewable energy strategies will help the community become more energy-independent, economically stable, and contribute to long-term household and community health and resilience.

### Challenges & Opportunities

Leveraging the value of existing assets and infrastructure will help build vital, healthy, and economically viable communities. Achieving the community's goal of maintaining a sustainable electric grid system that is affordable, reliable, and based diminishingly on fossil fuels means pursuing the following strategies:

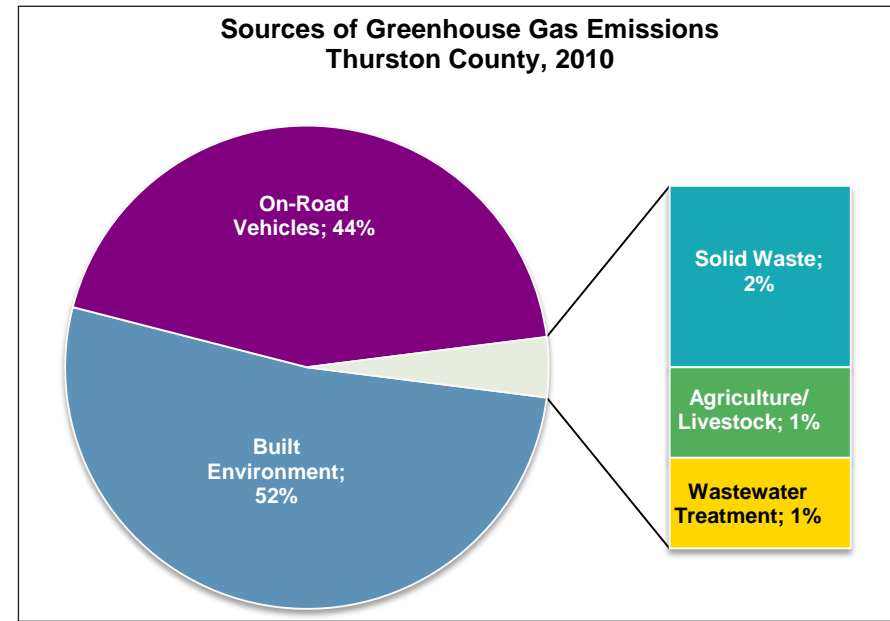
- Increasing the supply of renewable and distributed energy generation;
- Building energy-efficient and net-positive buildings ("net-positive" buildings generate more energy than they use);
- Developing energy-efficient commercial processes;
- Adopting grid-scale distributed energy storage technologies as they develop;
- Making incremental "smart-grid" improvements;
- Increasing availability of electric vehicle charging stations.



A "smart grid" is a modernized electrical grid that uses information and communications technology to gather and act on information about the behaviors of suppliers and consumers in an automated fashion to improve the efficiency and reliability of electricity production and distribution.

The built environment poses significant challenges to achieving the community's goals. In 2035, slightly more than two-thirds of the homes (more than 108,000) and 19 million square feet of commercial and industrial space will have been built prior to 2010. This means a huge amount of the housing stock will need energy retrofits. Further, we designed much of our existing infrastructure around the automobile. A key question: What can we do to reduce auto dependence, yet still provide access?

We need to develop tools to monitor progress toward our goals, including tracking energy expenditures. Good starting points for residential usages are per-residential unit and per capita consumption of electricity and natural gas. For commercial use, we can start with per-business unit and per-worker consumption.



Sources of greenhouse gas emissions for Thurston County, Washington.  
Source: Thurston Climate Action Team.



Powerlines in Tumwater with Mount Rainier in the distance.



## Sustainability Activities Already Underway

### Turning Vision 2 Action

The Olympia-based Northwest EcoBuilding Guild, with support from the Thurston Climate Action Team and other partners, is hosting quarterly symposia dedicated to improving the sustainability of the built environment. Recent Vision2Action discussions and exercises have focused on cutting the carbon footprint of buildings by boosting energy efficiency, adding accessory dwelling units and other forms of “gentle density” to neighborhoods, and encouraging active transportation by creating housing, shopping and transit hubs along the region’s major urban corridors — key components of this plan and the companion Urban Corridor Communities project ([www.trpc.org/regionalplanning/landuse/Pages/ucc.aspx](http://www.trpc.org/regionalplanning/landuse/Pages/ucc.aspx)). The Vision2Action series, which continues into 2014, is a prime example of community leadership and participation in action. To learn more, visit [www.Vision2Action.us](http://www.Vision2Action.us).

Goals and associated actions at the end of the chapter address the following challenges and will help the region achieve our sustainability goals (*Note: Goals related to transportation energy efficiency are located in the Opportunities & Choices chapter*):

- Carbon Footprint: Energy generated from coal and other fossil fuels produces carbon dioxide and other heat-trapping gases that contribute to global climate change. **(Goal EN-1)**
- System Improvements: We need equipment upgrades, grid-scale energy storage, and partnerships to achieve efficiency goals. **(Goal EN-2)**
- What Gets Measures Gets Managed: Programs that track progress toward energy goals and per-unit and per capita consumption of energy are not adequate. **(Goal EN-2)**
- Retrofit Needs: More than two-thirds of housing units available in 2035 will have been built before 2013. Many of these will require energy retrofits to contribute to energy conservation. **(Goal EN-3)**

**Goal EN-1: Increase energy generation from renewable resources to reduce the region's carbon footprint.**

#### **Sustainability Outcomes**

Reducing our region's dependence on fossil fuels will contribute to greenhouse gas reductions and move our region toward a carbon-neutral future. Local household and community resilience will increase with fewer local dollars being spent on gas and other fuels — dollars that leave our region and won't be available to recirculate within our community. Clean air and water, and human health benefits accrue with less use of fossil fuels.

**Goal EN-2: Enhance the region's electricity distribution, monitoring and storage infrastructure to support adoption of cleaner technologies and practices.**

#### **Sustainability Outcomes**

Becoming leaders in energy-efficient technologies and practices will strengthen our economy and result in long-term financial savings for the community.

**Goal EN-3: Increase energy efficiency and conservation to reduce the region's carbon footprint.**

#### **Sustainability Outcomes**

Reduced per capita energy use and greater emphasis on renewables will limit household and community exposure to future higher fossil-fuel energy costs.

Reduced dependence on fossil fuels and more reliance on renewable energy sources will decrease carbon emissions and pollutants in air and water.

Greater energy efficiency will enable residents to spend a smaller portion of their income on electricity and natural gas. That frees up disposable income for other purposes.

Less use of fossil fuels helps maintain clean air and decrease health risks such as asthma.

## Public Safety

Residents and businesses expect their community to be safe and secure. In coming decades, the Thurston Region should maintain dependable emergency services — responding with appropriate resources in the most efficient, cost-effective manner possible.

### Challenges & Opportunities

Public safety is important for jobs, industry, transportation, housing, schools, health care, sanitation, utilities, and energy. The long-term viability and sustainability of a community depends on its resilience to natural disasters and its ability to protect life-sustaining resources. Providing emergency services requires timely delivery of appropriate resources in the most efficient, cost-effective manner possible.

Goals and associated actions at the end of the chapter were designed to address the numerous challenges of maintaining and enhancing the region's public safety:

- Declining Revenues: Declining tax revenues jeopardize police, fire, and emergency medical response. Without long-term, stable funding, public emergency services will have difficulty keeping pace with future service demands. **(Goal PS-1)**
- Diminishing Services: Diminishing social and mental health care services and facilities mean less treatment for drug abuse and criminal victimization or perpetration — all of which leads to increased demands for emergency medical, law enforcement, justice, and corrections services. **(Goal PS-1)**





- Changing Technologies: Changes in building construction and communications, as well as society's growing energy demands, require significant investments in infrastructure and emergency services that can keep pace with emerging technologies. **(Goal PS-1)**
- Hazard Risks: The Thurston Region is vulnerable to the effects of severe storms and earthquakes. Climate change is projected to exacerbate weather-related hazards. An increasing frequency and severity of disruptions to essential services will strain government budgets and emergency resources. **(Goal PS-2)**
- Public Preparedness: Public safety begins with the public. Many people, especially those who are low-income, elderly, or disabled, are inadequately prepared to sustain themselves through disasters or prolonged power outages. **(Goal PS-2)**

**Goal PS-1: Provide emergency services in a dependable and efficient manner to meet the dynamic needs of a diverse society.**

### Sustainability Outcomes

Economic vitality requires community and workplace safety. Safe communities foster new businesses, stabilize local markets, and expand opportunities. Equity in job access and employment security

enables more people to become self-sufficient. Economically vibrant communities enjoy lower crime rates and reduced demand for social safety services.

Health & Human Services: 9-1-1 can't solve everyone's problems. Communities bolster public safety when government, the private sector, and faith-based organizations maintain easy-to-access social services. Individuals, households, neighborhoods, and businesses that create social networks and establish caring relationships can offer essential needs, supplementing over-taxed public safety services during and after a disaster.

**Goal PS-2: Create a resilient region by improving disaster preparedness, response, and recovery efforts, as well as by expanding public safety education.**

### Sustainability Outcomes

Keeping people and property out of areas prone to floods, landslides, and other hazards helps to avoid disasters. Increasing defensible spaces around structures in forested or heavily vegetated areas reduces the risk of wildfires spreading to property and can serve to protect watersheds.

## Sustainability Activities Already Underway

### Making Every EMS Dollar Count

The long-term viability of a community's Emergency Medical Service (EMS) system requires a sustainable source of funding. A steady revenue stream is critical for both the ongoing operations and maintenance of the system as well as building an adequate reserve for contingencies. EMS system components must be financially solvent to allow the uninterrupted delivery of essential services. A poorly funded system will struggle to meet service goals, result in deferred maintenance on equipment and vehicles, and impact capital facilities. Most importantly, inadequate funding risks jeopardizing lifesaving services to seriously injured or sick individuals. Once service levels degrade, it is difficult and expensive to elevate system performance to desired standards.

In late 2012, TRPC was commissioned by the Thurston County Emergency Medical Services Council to assess the region's EMS system. TRPC assessed the system's finance, service delivery model, system performance, governance, and planning functions and identified 20 recommendations in a report prepared for the EMS Council. TRPC's observations and recommendations revolve around the principal that the collective acts of many exceed the singular efforts of a few. Funding for EMS services is stretched to meet growing system demands, let alone maintain existing service levels. The region's EMS providers and stakeholders will be challenged with a task to plan for future EMS services in a manner never performed in the region. TRPC's report gives the region's stakeholders justification for doing so.

A copy of the draft report is available online at [www.trpc.org](http://www.trpc.org).



*Aerial view of the Roosevelt Regional Landfill in Klickitat County — the disposal site of Thurston County's waste.*

## Solid Waste

Residents of the Thurston Region envision an effective and efficient trash collection system that maintains cleanliness and does not contribute to air, water, and soil contamination from solid or hazardous waste. People envision a future with a greater emphasis on waste reduction, reuse of materials, and recycling.

### Challenges & Opportunities

Solid waste management is an essential public service in the Thurston Region. Residents expect a community with regular trash collection — a community where they do not have to worry about air, water and soil contamination from solid or hazardous waste.

Our waste management system works well today. But during the Sustainable Thurston process, we heard people express a vision of a greater emphasis on waste reduction, reuse of materials, and recycling. People may want less trash, but we are a consumer society desiring goods that often come in bulky packaging. Some communities regulate packaging on the goods produced in their area.

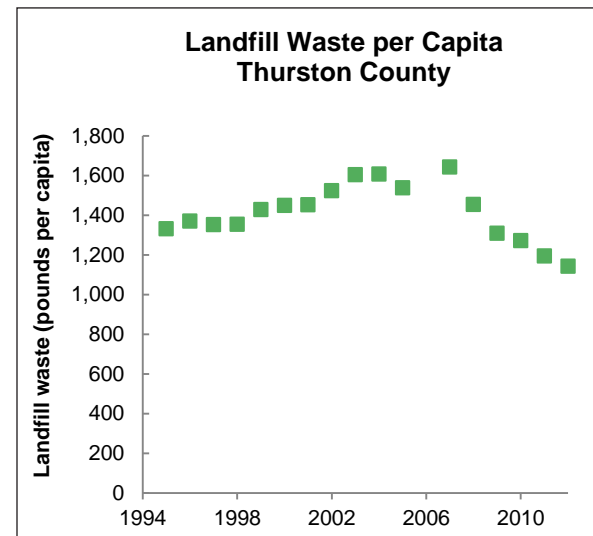
While we produce less solid waste today than a decade ago, the future remains unclear. Did the recession cause this reduction? Will we return to our past disposal rate when times are better? Reduced rates will extend the useful life of the current Waste and Recovery Center (WARC), but it has a finite capacity. Depending on future disposal rates, the region may need a similar facility in southwestern Thurston County as part of a multijurisdictional project.



*Greater emphasis on reducing items that are entering our waste stream is one of the action items in the Plan.*

Goals and associated actions at the end of the chapter will help address the following challenges:

- **Waste Generation Planning:** We need up-to-date, accurate data collection and forecasts of volumes and types of solid waste to track the lifespan of the WARC. Adequate financing, including rate-setting plans, is needed to meet the needs of future populations and to ensure funding for waste-reduction programs.  
(Goal SW-1)
- **The WARC at Hawks Prairie** requires South County haulers to travel a long distance for disposal. Volumes are increasing as South County populations increase.  
(Goal SW-1)
- **Reducing the Waste Stream:** Both residential and commercial customers produce large amounts of solid waste. Reducing different types of waste from residential, commercial, and construction requires analysis to identify different approaches, facilities, funding opportunities, coordinated education, and outreach. We also need incentives to reduce, reuse, and recycle. (Goal SW-1)
- **Convenience and Accessibility:** Poorly planned and inconvenient recycling and waste-disposal areas will result in minimal recycling and make collection more difficult and costly. (Goal SW-1)
- **Reliance on Market Forces:** Market forces and profit motives can change the collection, processing, recycling, and disposal of waste. Recycling and diversion rely on ever-evolving national and international markets. Customers become confused with too-frequent changes in collection schedules and lists of what is recyclable/compostable. This can undo education and outreach efforts, increase handling costs, and discourage recycling. (Goal SW-1)
- **No Contingency Plan:** The garbage train carrying our waste travels on Interstate 5 (I-5) to Lewis County before continuing to Klickitat County for final disposal. Floods have closed I-5 multiple times and landslides pose a threat on the 250-mile journey of our waste to Eastern Washington. We have no plan for waste disposal in the event of a major disaster. (Goal SW-1)



*We've seen a sharp decrease in the amount of solid waste per person produced in Thurston County since the recession. Will these trends continue?*

*Source: Thurston County Solid Waste.*



- Unaccounted for Hazardous Waste, New Chemicals of Concern: Estimates suggest that we improperly dispose of a large amount of hazardous material. Newly emerging chemicals also raise concerns about safe disposal. **(Goal SW-2)**
- Lack of Resources for Education and Awareness Programs: The community devotes few resources to identifying, carrying out, and measuring the effectiveness of hazardous waste disposal awareness campaigns. Residents know little about the need for hazardous waste disposal of some readily available household, personal care products, and medicine. **(Goal SW-2)**
- Unequal Access for Hazardous Waste: Not all areas have equal access for recycling and proper disposal of hazardous waste. **(Goal SW-2)**

**GOAL SW-1: Plan and take action to reduce, reuse, and recycle as much waste as possible and meet the needs of current and future populations.**

### Sustainability Outcomes

Today, trucks haul our garbage to Centralia where it is loaded on a train for the 250-mile trip to Klickitat County. Some people envision a time when we have reduced our waste stream enough so that we

don't have to send our waste — and our local dollars — to another county. Reducing the amount of all types of waste at the source saves the most by eliminating any handling. Education programs based on good data, coordination, incentives, and outreach benefit the region by engaging residents and businesses in actions that support “reduce, reuse and recycle” efforts.

**GOAL SW-2: Continue to plan for, educate, assist, and offer access to safely and efficiently manage disposal and reduce hazardous waste.**

### Sustainability Outcomes

Awareness of what constitutes hazardous waste and the importance of proper hazardous waste disposal means that engaged residents and businesses work together to make sure that air and water resources, humans, and animals are protected from the effects of improper disposal. Reducing the production and use of hazardous products at their source means fewer waste products needing disposal and reduced cost for disposal or hazardous waste cleanup.

The following table includes Investment goals and actions, as well as the timeline, lead, and partners for each action. Timeline definitions are as follows: Underway, Short (1-3 yrs); Medium (3-10 yrs); Long (10-20 yrs). See Appendix for lead and partner acronyms and explanations.

INVESTMENT				
Goals and Actions		Timeline	Lead	Partners
Water Infrastructure				
GOAL WI-1	Provide efficient and effective drinking water infrastructure.			
Action WI-1.1	Continue to advance hydrogeological modeling to better quantify the region's available groundwater resources. This includes continuing to collect water monitoring data, building a strong data-management system, investing in software and technology, providing for community access to the data, and addressing water issues of regional importance.	Short; Medium; Long	County; Cities/towns; State	
Action WI-1.2	Identify methods to reduce new development on individual or exempt wells. This may include changing state law on exempt wells and focusing growth in urban areas where urban infrastructure is available.	Short; Medium; Long	State	County; Cities/towns
Action WI-1.3	Develop a water systems plan that includes an exploration of ways to manage water resources within the region more holistically and in collaboration among state and local governments. [Also Action L-2.4]	Medium	County	Cities/towns; PUD; Tribes; State
GOAL WI-2	Manage wastewater in a cost-effective and environmentally sound way.			
Action WI-2.1	Develop a regional sewerage plan. This should include a strategy to ensure all septic systems are monitored and maintained, that failing septic systems are identified and repaired, and a strategy and policy in place to evaluate existing developments with septic systems to determine if conversion to sewer is needed due to impacts on water resources and/or human health. [Also Action L-2.3]	Short; Medium	County	LOTT; Cities/towns; TRPC

## INVESTMENT

Goals and Actions		Timeline	Lead	Partners
Action WI-2.2	Build governmental capacity to address septic system conversions. May include: identifying problem areas, assessing infrastructure needs, determining priority areas for conversion, and securing funding.	Short; Medium	County; Cities/towns	LOTT; Cities/towns; TRPC
Action WI-2.3	Continue conversions from onsite septic systems to sanitary sewers in the incorporated cities and within the urban growth boundaries where septic systems are impacting water resources.	Underway; Short; Medium; Long	County; Cities/towns	State; Federal
Action WI-2.4	Where sewers are available, require new developments and infill lots within 300 feet of existing sewer infrastructure to be connected to them.	Short	County; Cities/towns	
Action WI-2.5	Enforce or add a new automatic conversion requirement to city sewer systems for properties within a specific number of feet of a sewer system.	Short; Medium	County; Cities/towns	
Action WI-2.6	Encourage new research on septic system design and evaluate public health and environmental risks posed by chemicals of concern if warranted by research.	Underway	State	County; Cities/towns; Tribes
Action WI-2.7	Expand the region's operation and maintenance programs to educate septic owners and ensure that onsite systems are maintained and kept in proper working order.	Short	County	Cities/towns; State
Action WI-2.8	Adopt septic system management areas for stream basins flowing into Puget Sound, and use a phased, multiyear approach. Use the model established in the successful Henderson Watershed Protection Area program. Use the planned update of the Thurston County On-site Sewage System Management to determine if other areas in Thurston County should have enhanced septic system management programs.	Medium; Long	County	Cities/towns; State
Action WI-2.9	Track septic system failures and areas where cumulative impacts of septic systems are degrading water quality or causing public health concerns.	Short	County	State



# INVESTMENT

INVESTMENT				
Goals and Actions		Timeline	Lead	Partners
GOAL WI-3	Manage stormwater in a cost-effective and environmentally sound way.			
Action WI-3.1	Encourage jurisdictions to explore new technology to sweep streets to prevent stormwater pollution at the source.	Short; Medium	Cities/towns; County	
Action WI-3.2	Support applied research in Western Washington on cost-effective stormwater management technologies, routine maintenance, and low-impact development (LID) practices.	Short	Cities/towns; County	TRPC; State
Action WI-3.3	Encourage greater coordination between cities and Thurston County to meet stormwater goals by watershed. This can include updated stormwater and land use development codes, and creating incentive programs to encourage rainwater harvesting, porous pavement, and rain gardens on individual existing lots to improve stormwater quality.	Short	Cities/towns; County	TRPC; State
Action WI-3.4	Identify suitable locations and collaborate on developing regional infiltration, detention, and treatment stormwater facilities.	Long	Cities/towns; County	
Action WI-3.5	Impose the same stormwater treatment and well-head protection standards for rural residential development as is required in urban areas.	Medium	County	Cities/towns
Action WI-3.6	Encourage innovative and creative solutions for addressing stormwater runoff. Examples include reduced building fees for use of innovative technologies, and creating impervious surface limits and trading to reduce stormwater impacts. Another example is using in-lieu fee and off-site mitigation as an alternative when soil composition prohibits the ability to comply with the new low-impact development flow standard.	Short; Medium	Cities/towns; County	
Action WI-3.7	Retrofit existing developments with stormwater infrastructure that meets current standards. Establish a mechanism to fund stormwater retrofits including use of incentives.	Short; Medium; Long	County; Cities/towns	State; TRPC

INVESTMENT				
Goals and Actions		Timeline	Lead	Partners
Action WI-3.8	Conduct comprehensive stream restoration plans for high priority streams in Thurston County to include plans for in-stream improvements, stormwater retrofits, riparian and wetland restoration.	Short; Medium	County; Cities/towns	Tribes; State; TRPC
Action WI-3.9	Increase awareness of personal behaviors that pollute water. For example: pet waste disposal, fertilizer use, car maintenance.	Underway	Cities/towns; County	LOTT
GOAL WI-4	Expand the use of reclaimed water for non-potable uses.			
Action WI-4.1	Recognize the changing and expanding role of reclaimed water to benefit the region, which may include the following: using non-potable water to stretch drinking water supplies; mitigating new water rights; meeting pollution-reduction goals in total maximum daily load (TMDL) implementation plans; and replenishing the groundwater aquifer.	Underway	LOTT	County; Cities/towns; Tribes; State
Action WI-4.2	Support efforts to restart the state rule-making process for reclaimed water.	Short	State	LOTT; County; Cities/towns; Tribes
Action WI-4.3	Pursue additional science regarding chemicals of concern in drinking water (private wells and municipal supplies), wastewater, reclaimed water, and septic effluent. This could include supporting the LOTT Cleanwater Alliance's Groundwater Recharge Scientific Study, which will examine these chemicals, their fate in the environment, and potential impacts to human health or aquatic species.	Underway	LOTT	County; Cities/towns; State; Tribes

# INVESTMENT

Goals and Actions		Timeline	Lead	Partners
Energy				
GOAL EN-1	Increase energy generation from renewable resources to reduce the region's carbon footprint.			
Action EN-1.1	Explore "on bill" financing of distributed generation installations (spread over time).	Short	Nonprofits	PSE; State (WUTC); WSU; Finance
Action EN-1.2	Recognize and support clean-energy jobs. Link to education system — provide training opportunity.	Short; Medium	EDC	Higher Ed; School districts
Action EN-1.3	Explore incentives for the installation of distributed generation equipment, such as rooftop solar panels.	Short; Medium	Cities/towns; Nonprofits	PSE; WSU; Commerce; WUTC; Finance
Action EN-1.4	Investigate large-scale renewable energy projects (e.g., large-scale solar arrays).	Medium; Long	Cities/towns; Nonprofits	PSE; EDC; WUTC; Higher Ed
Action EN-1.5	Investigate a legislative solution to permit Property Assessed Clean Energy (PACE) in Washington State. Advocate if solution is identified. PACE financing supports energy efficiency and renewable energy projects by providing up-front capital that is subsequently paid back through a special assessment on participants' property taxes.	Short	Nonprofits; TCAT	County; State; Cities/towns; TRPC
Action EN-1.6	Explore the viability of energy generation at solid waste facilities. This could include exploring the Environmental Protection Agency's RE-Powering America's Land Program.	Short	County	PSE; State; WUTC; EDC
Action EN-1.7	Adopt uniform building codes and permitting practices in jurisdictions to make the installation of solar panels, or other distributed generation technologies, easier and faster.	Short; Medium	County; Cities/towns	TRPC; TCAT

INVESTMENT				
Goals and Actions		Timeline	Lead	Partners
GOAL EN-2	Enhance the region's electricity distribution, monitoring and storage infrastructure to support adoption of cleaner technologies and practices.			
Action EN-2.1	Monitor system, or grid-scale, energy storage innovations, and learn from the experiences of communities that begin to deploy them.	Short; Medium	Cities/towns; County	PSE; TE; TCAT; Higher Ed
Action EN-2.2	Support energy suppliers' equipment upgrades, new programs, and service offerings related to adding information technology to the system or grid.	Short; Medium	Cities/towns; County	PSE; TCAT; TE; Nonprofits
Action EN-2.3	Partner with energy providers to test innovative system-scale, grid-scale, energy storage solutions in isolated, controlled conditions. If, and when, technological progress is proven, partner with energy providers for deployment of such storage solutions.	Medium	Cities/towns; County; WSU	PSE; Higher Ed;
Action EN-2.4	Support voluntary programs for adding vehicle chargers to homes, businesses, and public parking infrastructure.	Short	County; Cities/towns	PSE; Nonprofits
Action EN-2.5	Promote integration of electric vehicle infrastructure into residential building codes and public and private facilities, including allowances in zoning regulations for charging stations in locations where they are needed.	Underway	Cities/towns; County	PSE; TCAT; Developers
Action EN-2.6	Create local projects to increase the existing electric vehicle fleet.	Short; Medium; Long	Cities/towns; County; Nonprofits	PSE
Action EN-2.7	Encourage energy providers make incremental improvements in the energy system using information technology to increase reliability to bring back systems online after power outages and to decrease transmission losses.	Short; Medium	PSE; Nonprofits	WUTC; State; County; Cities/towns
Action EN-2.8	Encourage a change in state policies to increase the utility share of funding for undergrounding of overhead wires to reduce power outages.	Short; Medium	Cities/towns; County; State	PSE

# INVESTMENT

INVESTMENT				
Goals and Actions		Timeline	Lead	Partners
GOAL EN-3	Increase energy efficiency and conservation to reduce the region's carbon footprint.			
Action EN-3.1	Explore variable electric and natural gas rates: Reward lower-volume usage with lower rates. Some jurisdictions already do this with water rates.	Short; Medium	PSE	WUTC; Nonprofits
Action EN-3.2	Develop new incentives for green buildings (e.g., Leadership in Energy & Environmental Design – LEED), both commercial and residential.	Short; Medium	Cities/towns; County; State	PSE; Nonprofits; TE
Action EN-3.3	Jurisdictions consider complementary ordinances that require solar orientation for all new construction.	Medium; Long	County; Cities/towns	Nonprofits; Developers
Action EN-3.4	Continue to work with businesses to increase the energy efficiency of processes and facilities.	Short; Medium	PSE; Cities/towns	TE; EDC; State; Finance
Action EN-3.5	Offer incentives for the use of ductless and high efficiency heat pumps.	Underway	PSE; TE	State; Finance; WUTC
Action EN-3.6	Offer incentives for the use of roof-mounted solar water heaters.	Short; Medium	Cities/towns	PSE; Finance; State; TE
Action EN-3.7	Increase the energy efficiency of the region's water infrastructure. This includes replacing pumps and other systems that consume large amounts of energy.	Medium; Long	County; Cities/towns; LOTT	State; PSE
Action EN-3.8	Work regionally to adopt uniform energy-efficiency building standards and engage in continuous improvement.	Medium; Long	County; Cities/towns	Developers; Finance; Nonprofits; PSE
Action EN-3.9	Continue conversion of public fleets to hybrid, natural gas, and electric vehicles. Lead by example.	Medium; Long	County; Cities/towns; State; IT	
Action EN-3.10	Consider adopting policies that require residential and commercial properties to undertake an energy audit at time of sale or during substantial remodel, including, if deficiencies are found, encouraging energy retrofits to upgrade properties to a specified level.	Short; Medium	Cities/towns; County	Developers; Finance; Nonprofits; PSE

## INVESTMENT

Goals and Actions		Timeline	Lead	Partners
Public Safety				
GOAL PS-1	Provide emergency services in a dependable and efficient manner to meet the dynamic needs of a diverse society.			
Action PS-1.1	Convene the region's health, social service, and public safety partners to seek opportunities to bridge the area's safety gaps.	Medium	County	Cities/towns; Fire districts; TCOMM; Nonprofits; School districts
Action PS-1.2	Maintain ongoing efforts of the Juvenile Justice Coalition to monitor, evaluate, suppress, and counter risky behaviors among youth and gang-related activities. Collaborate to develop evidence-based practices which support resiliency and healthy life styles among youth in Thurston County.	Underway	Juvenile Justice Coalition	Courts; County; School districts; Cities/towns; Nonprofits
Action PS-1.3	Support the initiatives of the Thurston County Law and Justice Council; 2013 goal -promote public safety by addressing mental health issues county-wide and provide alternatives to incarceration for mentally ill adults.	Medium	Law and Justice Council	Courts; County; Cities/towns; Fire districts; Nonprofits
Action PS-1.4	Continue fostering ongoing innovative programs such as the Thurston County Drug Court, Veteran's Court, and the Veteran's Assistance Program.	Long	County	Cities/towns
Action PS-1.5	Modify building codes where necessary to address emergency service radio communications, fire sprinkler systems in all new residential and commercial construction, and access and egress issues for emergency response and equipment.	Long	County Cities/towns	TCOMM; Fire districts
Action PS-1.6	Upgrade all emergency services radio communications equipment and infrastructure to a robust countywide platform that is responsive to changes in technology.	Medium	TCOMM	Cities/towns; Fire districts; IT

## INVESTMENT

Goals and Actions		Timeline	Lead	Partners
Action PS-1.7	Emergency service agencies and departments will regularly engage their communities about the cost of delivering and maintaining adopted levels of public safety services.	Underway	County; Cities/towns; Fire districts	TCOMM; Utilities
Action PS-1.8	Explore the feasibility of expanding opportunities to share resources or consolidate (functional or administrative) law enforcement, fire protection, or emergency medical service agencies to determine if service level improvements or cost savings could be achieved.	Long	Cities/towns; Fire districts; County	Courts; Nonprofits
Action PS-1.9	Expand planning processes and outreach to address the unique risks of vulnerable sectors of the population, such as youth, elderly, people with disabilities, impoverished neighborhoods, and non-English speaking communities.	Medium	County	Cities/towns; School districts; Fire districts; Nonprofits; IT

INVESTMENT				
Goals and Actions		Timeline	Lead	Partners
GOAL PS-2	Create a resilient region by improving disaster preparedness, response, and recovery efforts, as well as by expanding public safety education.			
Action PS-2.1	Fund an update to the region's Federal Emergency Management Agency-approved Natural Hazards Mitigation Plan every five years.	Underway	County; TRPC	Cities/towns; Fire districts; School districts; Utilities; Federal
Action PS-2.2	Encourage local governments, tribes, schools, special-purpose district, and major private employers, such as hospitals, to participate in a regional risk-assessment process and adopt local plans.	Short	TRPC	County; Cities/towns; IT; Tribes; Utilities
Action PS-2.3	Identify cost-effective mitigation actions that provide all sectors of the community protection from disaster events.	Short	County; Cities/towns	TRPC; Fire districts; School districts; Utilities; Tribes; Nonprofits; Federal; State
Action PS-2.4	Consider emergency facilities in community planning and permitting.	Medium	County; Cities/towns	TCOMM; Fire districts; School districts; Utilities; IT
Action PS-2.5	Prioritize relationship building among public safety agencies and other entities to leverage response capacities during disaster events.	Medium	County	Cities/towns; Fire districts; School districts; Utilities; Port
Action PS-2.6	Participate in regional emergency exercises and recovery planning processes.	Underway	County	Cities/towns; Fire districts; TCOMM; Port; State; Utilities; IT



## INVESTMENT

Goals and Actions		Timeline	Lead	Partners
Action PS-2.7	Convene recovery committees immediately after a disaster to prioritize restoration of vital public safety facilities and other essential community assets.	Underway	County	Cities/towns; School districts; Utilities; Port; State; IT
Action PS-2.8	Train personnel in best practices following lessons learned.	Underway	Cities/towns; Fire districts; County	Utilities; Port; Nonprofits
Action PS-2.9	Build residents' capacity to mitigate hazards. This includes urging residents: to install and maintain fire extinguishers and smoke and carbon monoxide detectors in every living space; to reduce fire fuels around living structures in wildland-urban interface areas; to perform seismic stabilization retrofits of older homes; and in remote, hard-to-reach areas to install fire sprinkler systems.	Medium	Cities/towns; Fire districts	County
Action PS-2.10	Build residents' capacity to respond to and recover from hazards. This entails: broadly publicizing the locations and descriptions of community disaster shelters to all sectors of the community; encouraging residents to stock rations, medications, backup heating, and emergency supplies to maintain self-sufficiency for at least 72 hours, preferably seven to ten days; and, building relationships among neighbors to leverage skills and resources to assist those in need when public safety services are overextended during a disaster (e.g., build upon the successes of community education and outreach activities like Thurston County's Crime Watch and Map Your Neighborhood programs).	Underway	County	Cities/towns; Fire districts; School districts; Utilities; Nonprofits
Action PS-2.11	Enhance local government awareness of the risks of transporting hazardous materials via pipeline, road, rail, marine, and air routes through the region.	Medium	County	Utilities; Federal; Cities/towns; Fire districts; Port; State
Action PS-2.12	Increase support for hazardous materials inspection, planning, management, and disposal.	Long	County; Cities/towns	State; Fire districts

INVESTMENT				
Goals and Actions		Timeline	Lead	Partners
Action PS-2.13	Establish trusting relations with private utility companies to maintain awareness of community risks from major gas and electrical distribution systems.	Underway	County; Cities/towns	PSE; Utilities
Action PS-2.14	Ensure that adequate response contingencies are in place to swiftly address hazardous materials release.	Medium	County	Cities/towns; State; Fire districts
Action PS-2.15	Jurisdictions with adopted hazard-mitigation plans should actively pursue funding opportunities to implement their highest-priority mitigation actions.	Medium	Jurisdictions with adopted plans	State; Federal
Action PS-2.16	Coordinate on strategies for containing urban wildfires.	Medium	Cities/towns; Fire districts	County; TCOMM
Action PS-2.17	Expand the eligibility of Federal Emergency Management Agency (FEMA) mitigation grant programs to allow replacement of aging structures (i.e. facilities such as water reservoirs, fire stations, transportation facilities, emergency coordination shelters, and buildings used as emergency shelters that are better suited to serve communities in the future).	Long	County	Cities/towns; Federal; Utilities; School districts; Fire districts; IT

## INVESTMENT

Goals and Actions					Timeline	Lead	Partners
Solid Waste							
GOAL SW-1	Plan and take action to reduce, reuse and recycle as much waste as possible and meet the needs of current and future populations.						
Action SW-1.1	Generate the information needed to keep the Solid Waste Management Plan reflective of the needs – as well as the financial resources – to achieve the most efficient and sustainable waste reduction possible.	Short; Medium; Long	County; Olympia (Solid Waste)	Cities/towns			
Action SW-1.2	Evaluate the need for facility expansion and new facility needs for both north and south county. Focus programs to reduce commercial waste as well as the waste from the growing multifamily residential sector. Update the disposal rates to achieve “reduce, reuse, recycle” goal.	Short; Medium; Long	County; Olympia (Solid Waste)	Cities/towns			
Action SW-1.3	Expand waste prevention education, outreach and technical assistance programs to reduce the need for waste collection, transport, and processing. Use community based social marketing techniques so that recycling, composting, and waste reduction become the norm.	Short; Medium; Long	County; Olympia (Solid Waste)	Cities/towns			
Action SW-1.4	Work with regional jurisdictions to build consistent recycling/compostable material lists and messaging so that consumers understand what is recyclable/compostable no matter where they live.	Short; Medium; Long	County; Olympia (Solid Waste)	Cities/towns			
Action SW-1.5	Collaborate with jurisdiction departments during planning and review of multifamily, commercial and mixed use projects to accommodate easy and convenient recycling for occupants to divert waste and for haulers to collect recyclables and garbage.	Short; Medium; Long	County; Olympia (Solid Waste)	County; Cities/towns			

## INVESTMENT

Goals and Actions		Timeline	Lead	Partners
Action SW-1.6	Expand recycling to new product areas including construction debris, textiles, plastics, and electronic waste as well as waste streams that may have tangible cost benefits to the county (e.g., silver recovery unit at HazoHouse, used oil, batteries).	Short; Medium; Long	County; Olympia (Solid Waste)	Cities/towns
Action SW-1.7	Support the development of local uses for recycling/composting of materials to minimize reliance on national and international markets.	Short; Medium; Long	County; Olympia (Solid Waste)	County; Cities/towns; EDC
Action SW-1.8	Support statewide product stewardship initiatives that require producers to be responsible for funding end-of-life disposal of their products and packaging. Consider container deposits, as well as consider county-level bans or mandatory recycling requirements when waste reduction goals are not met through education and voluntary efforts.	Short; Medium; Long	County; Olympia (Solid Waste)	County; Cities/towns
Action SW-1.9	Develop a Disaster Debris Management plan with action initiatives that will address debris disposal transportation issues including any garbage train disruptions for major disaster debris disposal.	Medium	County; Olympia (Solid Waste)	County; Cities/towns

## INVESTMENT

Goals and Actions					Timeline	Lead	Partners
GOAL SW-2	Continue to plan for, educate, assist and offer access to safely and efficiently manage disposal and reduce hazardous waste.						
Action SW-2.1	Continue hazardous collections efforts at HazoHouse and at WasteMobile events. Determine what portion of hazardous waste is disposed of in trash, drains, on the ground or is in storage, and establish an action plan. Track and evaluate new chemicals of concern.				Short; Medium; Long	County	Cities/towns
Action SW-2.2	Continue to follow the updated Hazardous Waste Management Plan and support identified needs and programs, such as technical assistance to small business.				Short; Medium; Long	County	Cities/towns
Action SW-2.3	Continue education and outreach programs. Evaluate education and outreach methods. Fund methodical, targeted methods that are promising or have been shown to be effective increasing awareness of the need to reduce use of hazardous materials and the importance of safe disposal.				Short; Medium; Long	County; Olympia (Solid Waste)	Cities/towns
Action SW-2.4	Evaluate new collection facilities in collaboration with the County Environmental Health Division. Analyze the need for new hazardous waste collection facilities to serve south county areas as they grow.				Underway; Short	County (Public Works)	Cities/towns
Action SW-2.5	Continue enforcement of illegal solid and hazardous waste dumping/disposal.				Underway; Short; Medium; Long	County	Cities/towns

# Environment

Residents of the Thurston Region want a healthy environment with clean air for breathing and clean water for drinking, recreating, and harvesting food. In coming decades, sustaining the natural environment will require protecting water quality and quantity and reducing emissions that contribute to air pollution and climate change.



Our region has a strong commitment to environmental protection. In a 2011 Sustainable Thurston survey, the top three issues identified by people as important to build a community that is sustainable for everyone were:

1. Maintain drinking water;
2. Maintain stream and Puget Sound water quality; and,
3. Maintain air quality.



Our region recognizes that protecting environmental quality is good for economic health and our quality of life. This ethic is reflected in the vision: “In one generation — through innovation and leadership — the Thurston Region will become a model for sustainability and livability. We will consume less energy, water, and land, produce less waste, and achieve carbon neutrality ...”

To achieve this bold vision, we set priority goals and targets related to air, waste, land, water, and greenhouse gas emissions. Goals and actions to protect the environment are embedded in all chapters of this document. This chapter’s goals and actions relate most directly to air quality, water quality, and climate change.



*I-5 traffic as seen from Boulevard Road in Olympia.*

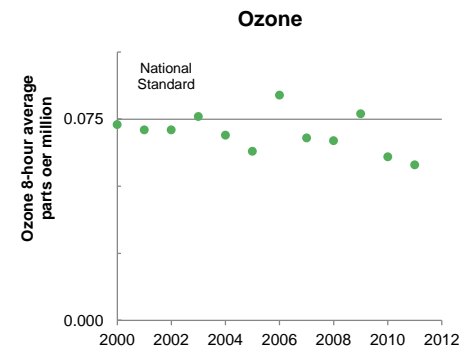
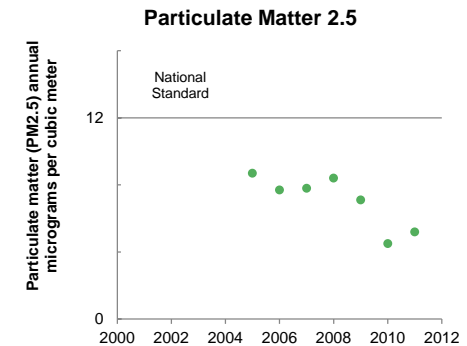
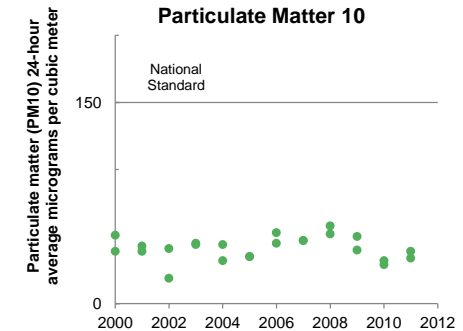
### Sustainable Thurston Foundational Principles & Policies related to the environment:

- Protect the soil, air, surface water, and groundwater quality through reducing dependence on chemicals and products that pollute and, when their use is necessary, minimizing releases to the environment.
- Ensure adequate clean water is available to support household and commercial needs while sustaining ecological systems through conservation, balancing of uses, and reuse.
- Protect our natural resources and habitat while providing for public access and sustainable uses and economic activity (forests, prairies, wetlands, surface and groundwater resources, and aquatic and terrestrial plants and animals).
- Reduce the effects of the built environment on the natural environment through land-use and transportation plans and actions that encourage compact development; retrofit existing infrastructure to reduce impacts; and reduce energy consumption and reliance on nonrenewable energy sources.
- Acknowledge that changing weather and climate patterns will impact the human, natural, and built environments and plan for impacts such as increased flooding and sea-level rise.

# Air Quality

The Clean Air Act requires the U.S. Environmental Protection Agency to set National Ambient Air Quality Standards for six criteria pollutants: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), sulfur dioxide (SO<sub>2</sub>), and particulate matter (PM). The federal law identifies two types of national ambient air quality standards: “Primary” standards protect the health of children, elderly and other sensitive populations; “secondary” standards protect against decreased visibility, damage to animals, vegetation, and buildings. The Thurston Region must also comply with Washington Ambient Air Quality Standards (WAAQS), which will be commensurate with federal standards for criteria pollutants, effective in 2014.

- PM<sub>10</sub>: 150 micrograms per cubic meter of air ( $\mu\text{g}/\text{m}^3$ ), 24-hour average [federal primary/secondary standards]
- PM<sub>2.5</sub>: 12  $\mu\text{g}/\text{m}^3$ , annual average [federal primary/secondary standards]; 35  $\mu\text{g}/\text{m}^3$ , 24-hour average [federal primary/secondary standards]
- Ozone: 0.075 parts per million (ppm), 8-hour average [federal primary/secondary standards]
- Carbon Monoxide: 9 ppm, 8-hour average [federal primary standard]; 35 ppm, 1-hour average [federal primary standard]
- Nitrogen Dioxide: 0.053 ppm, annual average [federal primary/secondary standards]; 0.100 ppm, 1-hour average [federal primary standard]
- Sulfur Dioxide: 0.03 ppm, annual average [federal primary standard]; 0.14 ppm, 24-hour average [federal primary standard]; 75 parts per billion (ppb), 1-hour average [federal primary standard]; 0.3 ppm, 3-hour average [federal secondary standard]
- Lead: 0.15  $\mu\text{g}/\text{m}^3$ , rolling 3-month average [federal primary/secondary standards]; 1.5  $\mu\text{g}/\text{m}^3$ , quarterly average [federal primary/secondary standards]



Thurston County air quality particulate matter (PM<sub>10</sub>) 24-hour average, 1st and 2nd Maximum readings.  
Source: Olympic Region Clean Air Agency.



The social, environmental and economic impacts of air pollution are significant. Sulfur dioxide (SO<sub>2</sub>), which is released into the air by fossil fuel combustion at power plants, factories and other sources, can cause acid rain that damages trees, crops, wildlife, and bodies of water.

Carbon monoxide can reduce oxygen delivery to the body's organs and ultimately cause death. For people with heart disease, short-term exposure to CO further affects their body's compromised ability to respond to the increased oxygen demands of walking and other exercise.

Lead is a naturally occurring element that can be harmful to humans who inhale or ingest it, particularly for children under the age of six. Lead particles released into the air by mining, smelting and refining activities can be attached to dust, carried by the air, deposited on surface soil, and absorbed by the water we drink and the food we eat.

Nitrogen dioxide develops quickly from emissions from cars, trucks and buses, power plants, and off-road equipment and contributes to the formation of ground-level ozone and fine airborne particles. Breathing in such pollutants can trigger respiratory problems, especially for people with asthma, and lead to lost days at work and school.

TRPC's 2025 Regional Transportation Plan complies with all state and federal air quality requirements, including those pertaining to PM<sub>10</sub> — coarse particulate matter between 2.5 and 10 micrometers in diameter (less than one-seventh the width of a human hair) that is generated primarily by wood-burning stoves and vehicles. Thurston County's metropolitan area violated PM<sub>10</sub> standards a quarter-century ago but subsequently addressed that problem and will be designated as a limited-maintenance area soon due to its ongoing efforts to reduce wood smoke and per capita miles of driving.

The Olympic Region Clean Air Agency tracks ozone and particulate matter levels at its air-monitoring station in Lacey, giving the Thurston Region data from which to compare the past and present.

### Goal E-1: Reduce air pollution that endangers human health.

## Sustainability Activities Already Underway

### Clearing the Air with Smart Corridors

Smart Corridors — a collaborative regional project — aims to improve the operational efficiency of the transportation network. The hallmark of this multijurisdictional effort, facilitated by TRPC, is a pilot technology demonstration project for signal timing, signal coordination, and transit signal priority.



In the 1980s, the region had a wood smoke problem caused by the widespread use of low-efficiency wood stoves with incomplete combustion. The Olympic Region Clean Air Agency (ORCAA) — which has regulatory and enforcement authority for air quality issues in Clallam, Grays Harbor, Jefferson, Mason, Pacific, and Thurston counties — ran an incentive program that encouraged homeowners to replace low-efficiency wood stoves with ones that burned much more completely. The program worked, and now the Thurston Region enjoys excellent air quality. However, the region became a maintenance area for PM10 (particulate matter up to 10 micrometers in size) under federal air-quality rules. With this maintenance designation came unexpected regional transportation requirements and new federal funds — Congestion Mitigation and Air Quality (CMAQ) dollars that must target transportation sources of PM10.

Research showed signal timing, signal coordination, and transit signal priority as the best tools to meet this air quality priority. TRPC tasked a Regional Traffic Operations Group (RTOG) to define the needs, scope and cost of an implementation plan for a coordinated “smart corridors” approach along two key thoroughfares — the Martin/State/4th corridor and Capitol Boulevard/Capitol Way corridor — which connect Lacey, Olympia, and Tumwater. Interstate 5, operated by the Washington State Department of Transportation, connects to the arterials at several interchanges. Intercity Transit provides frequent bus service along the corridors. In 2013, Thurston Smart Corridors partner agencies finalized interlocal operating agreements and designed their components of the regional system.

To learn more, visit: [www.trpc.org/regionalplanning/transportation/projects/Pages/SmartCorridors.aspx](http://www.trpc.org/regionalplanning/transportation/projects/Pages/SmartCorridors.aspx)

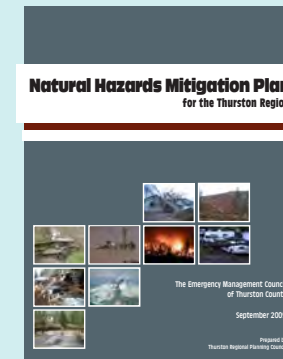
## Mitigating Natural Hazards

The question is not *if*, but *when*. When the next earthquake rattles the region, what are the risks and how can we mitigate them? Luckily, we are prepared.

The *Natural Hazards Mitigation Plan for the Thurston Region* is a multijurisdictional plan that addresses the most destructive natural hazards that threaten the Thurston Region. The plan explains the risks posed by natural hazards and identifies actions to create more disaster-resilient communities in the region.

Since 1962, 24 federal disaster declarations have cited the Thurston Region. Like other Pacific Northwest communities, the Thurston Region is vulnerable to geological and weather-related hazards. In 2003, the region was among the first in Washington State to adopt a Federal Emergency Management Agency-approved regional hazard-mitigation plan, following passage of the U.S. Disaster Mitigation Act of 2000. Hazard Mitigation planning identifies and prioritizes sustained measures that will reduce or eliminate long-term risk to people and property from natural hazards. Federal law (44 CFR Part 201) requires local governments to review, revise, and resubmit their plans for approval to remain eligible for federal mitigation funding every five years. In 2009, 17 local government partners adopted the second edition of the Natural Hazards Mitigation Plan for the Thurston Region, underscoring their efforts to make their community a safer place. Several of the region's partners have successfully implemented federally funded mitigation projects because of developing and maintaining a hazard mitigation plan.

The Thurston Regional Planning Council (TRPC) led the collaborative plan-development process, saving jurisdictions resources. TRPC continues to play a leadership role by seeking funding to update the plan, and the agency is working with Thurston County Emergency Management and Federal Emergency Management Agency (FEMA) to update portions of the region's risk assessment. All of the plan's partners have signed statements of intent to update the plan by the end of 2014. To learn more, visit: [www.trpc.org/regionalplanning/environment/Pages/NaturalHazardsMitigationPlan2ndEdition.aspx](http://www.trpc.org/regionalplanning/environment/Pages/NaturalHazardsMitigationPlan2ndEdition.aspx)



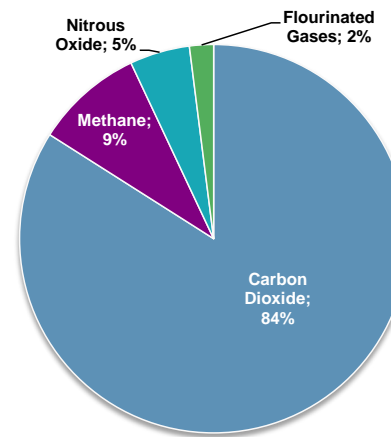
# Climate Change

The Earth's atmosphere acts as a greenhouse. Energy from the sun is radiated back into the Earth's atmosphere, where much of it is absorbed by "greenhouse" gases. The atmosphere then radiates most of this energy back to the Earth's surface, making the planet warmer than it would be if the atmosphere did not contain these gases. Without this natural "greenhouse effect," temperatures would be about 60 degrees Fahrenheit lower than they are now, and the Earth would be uninhabitable for humans.

During the past century, the amount of greenhouse gases in the atmosphere increased substantially due to the burning of oil, coal, and other fossil fuels. The added gases are enhancing the natural greenhouse effect, according to scientific research, as well as contributing to an increase in global average temperature and related climate changes.

Carbon dioxide (CO<sub>2</sub>) is the main heat-trapping gas that contributes to global climate change — hence, the term "carbon footprint." Other anthropogenic greenhouse gas emissions include methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O) and fluorinated gases (e.g., hydrofluorocarbons). All of these gases remain in the atmosphere long enough to become mixed — meaning that the atmospheric concentration measured is roughly the same all over the world — regardless of the emissions source.

**U.S. Greenhouse Gas Emissions in 2011**



Total Emission in 2011 = 6.702 Million Metric Tons of CO<sub>2</sub> equivalent  
Source: United States Environmental Protection Agency

Washington — part of the North America 2050 coalition, along with 15 U.S. states and four Canadian provinces — aims to return to its 1990 greenhouse gas emissions levels by 2020, reduce its emissions 25 percent below 1990 levels by 2035, and 50 percent below 1990 levels by 2050.

Success depends upon Washington's cities and counties measuring and managing their emissions.

Washington's water quality and quantity could be threatened by rising temperatures and shrinking snowpack. The state's transportation and energy infrastructure also faces the specter of increased damage costs and disruptions from more frequent and severe flooding/sea level rise, wildfires, and changes in energy supply and demand. Planning and developing in a more sustainable manner today can help the Thurston Region deal more effectively with such threats, as well as potential climate-induced migration from other areas, in coming decades.

A priority goal of this Plan is for the Thurston Region to become a “carbon-neutral” community, which means having no net greenhouse gas emissions. This may require minimizing the region’s direct emissions through energy conservation and renewable energy consumption, as well as offsetting remaining emissions (direct and indirect) through the purchase and retirement of carbon credits.

Toward that end, the Plan’s regional greenhouse gas emissions targets — which are more aggressive than the state targets — are as follows:

- Achieve a 25 percent reduction of 1990 levels by 2020;
- Achieve a 45 percent reduction of 1990 levels by 2035;
- Achieve an 80 percent reduction of 1990 levels by 2050.

The following goal and associated actions at the end of the chapter are designed to address these challenges:

- **Greenhouse Gas Emissions:** On-road vehicles account for 44 percent of the greenhouse gas emissions in Thurston County. Carbon dioxide and other emissions are a major contributing factor to global climate change.

- **Climate Strategy:** Climate change could have impacts on infrastructure, water supplies, emergency management, food systems, and the economy. The region does not have a comprehensive climate action plan to serve as a framework for how this region can reduce its climate impacts and best respond to impacts.

## Goal E-2: Reduce the region's carbon footprint.

*Please note: Additional goals related to energy are in the Opportunities & Choices (Transportation) and Investment (Energy) chapters.*

## Sustainability Outcomes

Reducing the region’s carbon footprint protects the public health and welfare of future generations. It reduces threats to water quality and quantity, and it shows leadership and partnership with other communities to reduce threats from severe storm events, sea-level rise, and wildfires, as well as related service disruption and infrastructure repair costs. Achieving this goal also provides an opportunity for new “green” jobs and products in energy and environmental fields.

## Water Quality & Quantity

Water — an elemental part of life. Protecting the region's ground and surface water resources — from streams and rivers to lakes and Puget Sound — is one of our biggest, toughest tasks. Success means clean and sufficient water for drinking, recreating, fishing, and harvesting shellfish today and tomorrow.

Guiding new development into urban growth areas will preserve rural areas for the next generation. However, more people and more development mean more pressure on the water resources that sustain us. Local research shows that we impact streams when we cover as little as 2 percent of a stream basin with roofs, streets, and sidewalks, and remove the forest cover.

Goals and associated actions at the end of the chapter are designed to address the following challenges:

- **Water Rights:** The amount of water available to cities and water districts for municipal use now and in the future is limited by the availability of water rights, use and infiltration of reclaimed water, as well as the success of conservation and water use efficiency efforts. Acquisition or transfer of new water rights can be a long and difficult process. Conservation also takes substantial effort. **(Goal E-3)**
- **Exempt Wells:** Exempt well owners have little or no incentive to conserve water, and additional groundwater withdrawals may affect water levels for existing wells. **(Goal E-3)**
- **Limited Funding:** Limited funding exists to preserve lands and/or construct treatment facilities that improve water quality. **(Goal E-3)**

- Water Pollution: Untreated stormwater runoff, improper use of herbicides and pesticides, failing or improperly located septic systems, septic systems in general, and incorrect disposal of hazardous material continue to threaten our water quality.

#### (Goal E-3)

- Aquatic Habitats: Intact aquatic habitats (stream corridors, wetlands, shorelines, estuaries) protect water quality.

Protecting these intact habitats will help preserve water quality.

However, many have been degraded, requiring expensive restoration. (Goal E-4)

- Forest Cover: Maintaining forest cover in healthy stream basins or watersheds is essential to protecting water quality.

#### (Goal E-4)

- Land Use: We are a fast-growing region, and balancing water quality with growth has been difficult. The region developed its land-use plans around political boundaries, but protecting water quality requires looking at future land use based on natural boundaries such as river basins or watersheds to address the cumulative effects of growth on water quality.

#### (Goal E-4)

- Salmon: At current funding levels, it will take 50 years to address the backlog of culverts on public roads that create fish passage barriers, which are a principle cause for the Chinook salmon's listing as a threatened species under the Endangered Species Act. (Goal E-4)

- Health: Water quality plays a significant role in health and, in various parts of the region, is at risk due to land-use activities.

#### (Goal E-4)

### Goal E-3: Conserve and protect drinking water to meet the region's daily and long-term needs.

#### Sustainability Outcomes

Ensuring access to basic water, sewer, and stormwater infrastructure would support regional economic growth as well as human health.

Conservation efforts continue to demonstrate the large amount of water that can be saved, ensuring adequate supply to meet the needs today, and tomorrow. Long-range planning and funding are essential so that major facilities are online when projected growth occurs.

### Goal E-4: Protect, preserve and restore streams, wetlands, and shorelines to protect water quality.

#### Sustainability Outcomes

Maintaining high water quality in Puget Sound helps sustain the region's aquaculture industries. Aquaculture is a major industry for many tribal and private-sector enterprises. Clean water and a healthy environment are positive attractors for new business.

Restoration of impacted Puget Sound and stream shorelines is critical to salmon recovery.

## Sustainability Activities Already Underway

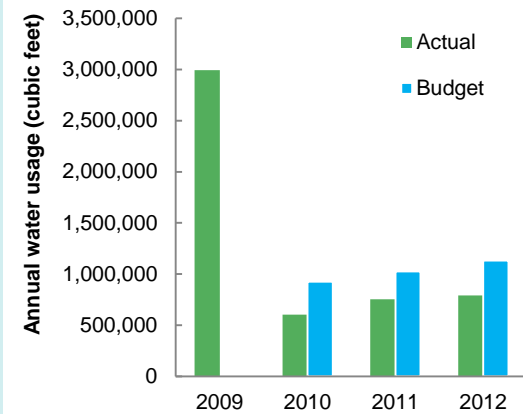
### Spotlight on Yelm: Water Efficiency

In April 2010, the Yelm City Council adopted a conservation program that established a water budget for businesses and homeowners' associations with an irrigation meter. The city based the 2010 irrigation budget on either the commercial customers' irrigation volume in 2009 or the Washington Irrigation Guide's recommendations for healthy and productive landscaping in Yelm. The goal was to cut in half the growing city's 2009 irrigation volume. They did it.

City officials read commercial customers' meters weekly during the irrigation season (mid-April thru mid-October) and provide notice of usage. A customer's irrigation meter is locked when the annual water budget is reached. Planting strips in the public right-of-way are irrigated with reclaimed water. The water budgets have made businesses and homeowner's associations more mindful that every drop counts — especially in Thurston County's fastest-growing city.

Citywide, Yelm's water use for commercial irrigation dropped by 80 percent between 2009 and 2010 — and it has been consistently 25-35 percent below the budget since the program started. The commercial landscape figures above do not include storm ponds and planter strips in the public right-of-way. Find more information on this and other water conservation efforts in the Case Studies of Water Efficiency in Thurston County, December, 2012: [www.trpc.org/regionalplanning/sustainability/Documents/Scenarios\\_indicators/WaterConservationCaseStudies\\_v2.pdf](http://www.trpc.org/regionalplanning/sustainability/Documents/Scenarios_indicators/WaterConservationCaseStudies_v2.pdf)

**Yelm Commerical Irrigation**



\* 1 cubic foot equals 7.5 gallons  
Source: City of Yelm Community Development Department.



## Sustainability Activities Already Underway

### Guiding Growth – Healthy Watersheds: Translating Science into Local Policy

Protecting the Puget Sound, local streams, lakes, and groundwater will require new approaches and new partnerships. One example is a partnership between Thurston County, Thurston Regional Planning Council, the cities, Tribes, restoration partners, and state scientists. The project aims to identify management strategies that will:

1. Protect any “Intact” or “Sensitive” stream basins from going to “Impacted” in the future.
2. Protect any “Impacted” stream basins from going to “Degraded” in the future. Improve and restore some basins from “Impacted” to “Sensitive” in the future.

Basins in the Totten/Eld and Budd/Deschutes watersheds were characterized based on current conditions, and assessed for future risk. The partners selected three basins for future study, including future scenario modeling. The results will inform a range of management strategies, including land-use and stormwater regulations, stormwater infrastructure investments, and restoration activities. What is learned from these basins will help inform comprehensive plan and stormwater manual updates.

There are no easy answers or quick solutions. By taking a thoughtful, collaborative, and science-based approach with supportive technical tools, we will increase our chances of protecting and eventually restoring the health of the Thurston Region’s watersheds and the Puget Sound Basin.



*Intact and sensitive stream basins support a diversity of aquatic species and have good or excellent water quality. Upland basin-wide impervious cover is generally less than 10 percent, and forest cover is generally higher than 65 percent.*



*Impacted stream basins generally have fair water quality and support less diversity of aquatic species than intact and sensitive basins. Upland basin-wide impervious cover is generally between 10 and 25 percent, and forest cover is generally between 45 and 65 percent.*



*Degraded and highly degraded stream basins generally have poor water quality and support a low diversity of aquatic species. Upland basin-wide impervious cover is generally between over 25 percent and forest cover is generally less than 45 percent.*

The following table includes Environment goals and actions, as well as the timeline, lead, and partners for each action. Timeline definitions are as follows: Underway, Short (1-3 yrs); Medium (3-10 yrs); Long (10-20 yrs). See Appendix for lead and partner acronyms and explanations.

ENVIRONMENT				
Goals and Actions		Timeline	Lead	Partners
GOAL E-1	Reduce air pollution that endangers human health.			
Action E-1.1	Consider effect of land use decisions on air quality. Reduce the region's vehicle miles traveled by focusing more job and housing density where there is access to services as well as safe and viable choices for travel.	Short; Medium; Long	Cities/towns; TRPC; County	ORCAA; IT
Action E-1.2	Focus on education about the opportunities and choices to be made regionally, locally and by households to reduce air pollution.	Short; Medium; Long	Cities/towns; TRPC; County	TCHHS; Nonprofits; IT
Action E-1.3	Continue to monitor air quality and take actions to reduce air pollution.	Underway	TRPC	All
GOAL E-2	Reduce the region's carbon footprint and protect critical infrastructure in case of extreme weather or sea level rise.			
Action E-2.1	Develop a climate action plan (greenhouse gas emission reduction and mitigation). This will serve as a framework for how this region can reduce its climate impacts, while accommodating projected growth, and how it might best respond to the impacts of climate change on infrastructure, water supplies, risk reduction and emergency management, food systems, energy, community cohesion, and the economy. [Also Action L-2.1]	Short; Medium	TRPC	TCAT; IT; TE; PSE; County; Cities/towns
Action E-2.2	Establish regionally-consistent methodologies for evaluating climate-induced environmental impacts, assessing and prioritizing vulnerabilities, and understanding the sources of regional greenhouse gas emissions.	Short; Medium	TRPC	TCAT; TE; PSE; County; Cities/towns
Action E-2.3	Develop a greenhouse gas emissions framework for integrating emissions of heat-trapping gases analysis into transportation decision-making for those factors under the control of local government.	Short; Medium	TRPC	TCAT; TE; PSE; County; Cities/towns

# ENVIRONMENT

Goals and Actions		Timeline	Lead	Partners
Action E-2.4	Look for ways to incorporate greenhouse gas emissions calculations into traffic impact analyses to identify those land use proposals that will have a higher-than-average per capita impact on the region.	Short; Medium	County; Cities/towns; TRPC	TCAT; TE; PSE
Action E-2.5	Use social marketing and other tools to educate and encourage behavior changes that reduce energy use.	Short	County; Cities/towns; TRPC	TE; IT; PSE; Nonprofits
Action E-2.6	Develop public/private partnerships to evaluate and use alternative energy sources in order to offer opportunities for energy use reduction.	Short; Medium; Long	Cities/towns; County; State	TCAT; TE; PSE
Action E-2.7	Ensure urban forestry plans are in place to promote and accommodate trees in appropriate ways throughout urban and suburban areas. The canopy will help easing heat sinks caused by hot sun on pavement and absorb carbon dioxide — the main heat-trapping gas that contributes to global climate change. Consider off-site mitigation and fee in-lieu programs for tree preservation, especially in redevelopment and infill areas.	Short; Medium	Cities/towns; County	State
Action E-2.8	Offer incentives to keep and grow native trees. One example could be to create a tree exchange program (volunteers would grow native seedlings and offer pick-up/delivery, as well as detailed planting instructions).	Short	Cities/towns; County	State; Nonprofits

ENVIRONMENT				
Goals and Actions		Timeline	Lead	Partners
GOAL E-3	Conserve and protect drinking water to meet the region's daily and long-term needs.			
Action E-3.1	<p>Update local land-use regulations for wellhead protection areas and standards for aquifer recharge protection areas, and coordinate with affected state departments and stakeholders.</p> <p>This entails adopting consistent critical area regulations for wellhead-protection areas and aquifer-recharge areas that are consistent and based in best available science across the region.</p>	Short; Medium	Cities/towns; County	State
Action E-3.2	<p>Institute or continue with aggressive water-conservation measures that stretch existing drinking water supplies.</p> <p>May include incentives such as rebates or free fixtures for the following: high-efficiency toilets for commercial as well as single and multifamily residential high-efficiency toilets; composting toilets; water-efficient washing machines; weather-based irrigation controllers; commercial/residential irrigation system assessments; and, commercial and institutional WaterSmart retrofits. Public outreach may include banners, events and water conservation displays, as well as school education programs. Education efforts may include showing customer use patterns and pricing information for the different levels of water use. Include conservation-based rate structures in all jurisdictions. Cost effectiveness thresholds for different measures and for different cities will need to be considered.</p>	Underway	Cities/towns; County; PUD; Utilities; LOTT	State
Action E-3.3	Identify a local entity to provide technical assistance to private well owners regarding water conservation and leakage detection.	Short	County	State
Action 3.4	<p>Amend codes to allow rainwater harvesting for non-potable and irrigation uses. Encourage the State Department of Ecology to allow greater water reuse without violating water rights issues.</p> <p>For example, allow subdivisions to collect rainwater to provide for landscape irrigation.</p>	Medium	State; County; Cities/towns	

# ENVIRONMENT

Goals and Actions		Timeline	Lead	Partners
Action E-3.5	Change state water law to limit groundwater withdrawals from new exempt wells. This could entail the following: working with local legislators, affected state departments, and partners to change state water law; crafting legislation that allows local governments to adopt development regulations that restrict or limit groundwater withdrawals by exempt wells within a specific basin; developing water-restriction areas, which could include total or partially closed basins, locations with an imminent closure (either total or partial), or basins where an aquifer recharge study shows that an area has insufficient water supply to support a greater level of withdrawals. Considering the unintended consequences to residential food production, agriculture, and stock watering.	Medium; Long	County; Cities/towns; TRPC	State
Action E-3.6	Change state water law or adopt common local land-use regulations that prohibit individual exempt wells within Urban Growth Areas (UGAs) when municipalities or private suppliers can provide drinking water.	Medium; Long	County; Cities/towns; TRPC	State
Action E-3.7	Implement ground water banking. Thurston County could take a leadership role in allowing farming communities to share and swap water rights by working with local Nonprofits to create systems that protect water access for both fishing and agriculture by acquiring and managing water rights. This could be funded through a water district levee authority and impact fees.	Medium; Long	County	Nonprofits
Action E-3.8	Continue to rely on Thurston County Public Health and Social Service's Hazardous Waste Division and Education and Outreach Programs to coordinate efforts to reduce the use of all household and garden chemicals.	Underway	County	
Action E-3.9	Support Thurston County's Integrated Pest and Vegetation Management program and website as a cost-effective means of providing pest- and vegetation-control alternatives for home owners and land managers.	Underway	County	

# ENVIRONMENT

Goals and Actions		Timeline	Lead	Partners
GOAL E-4	Protect, preserve and restore streams, wetlands, and shorelines to protect water quality.			
Action E-4.1	Enforce existing environmental-protection regulations.	Underway	Cities/towns; County; State	Federal
Action E-4.2	Adopt new development regulations to require the use of low-impact development (LID) practices where feasible.	Short	Cities/towns; County	State
Action E-4.3	Continue to support local efforts to identify and restore degraded streams and shorelines of Puget Sound. Target properties identified in local and regional restoration plans, and fund these actions through a combination of local, state, and federal resources. Establish a target date for removal or remediation of all problem culverts.	Underway	Lead entity	Tribes; County; Cities/towns; Nonprofits
Action E-4.4	Conduct stormwater retrofit studies for all Thurston County basins and establish funding to retrofit existing development to improve stream flows and water quality.	Short; Medium; Long	County; Cities/towns	TRPC
Action E-4.5	Continue to support the property acquisitions by the Capitol Land Trust and the Nisqually Land Trust of high-quality habitat lands. This could entail purchasing the habitat lands or acquiring an easement on part of the property; fund these actions through a combination of local, state, and federal resources.	Underway	Land trusts	
Action E-4.6	Update the wetlands inventory for the Thurston Region. Focus the mapping effort on parts of the county where local government has land-use control (about 615 square miles); make steady progress on an annual basis, and establishing a target date for project completion.	Medium; Long	TRPC; County	Tribes; Cities/towns; Nonprofits

# ENVIRONMENT

Goals and Actions		Timeline	Lead	Partners
Action E-4.7	Continue to support a comprehensive stream-mapping effort throughout Thurston County. Use the mapping protocol established by the Wild Fish Conservancy to create detailed stream maps countywide; focus the mapping effort on parts of the county where local government has land-use control (about 615 square miles); allow local jurisdictions to use best available science for site-by-site review, including LIDAR (Light Detection and Ranging) –technology based topography, as an alternative to the inaccurate WDNR stream layer until the stream remapping is complete; and, make steady progress on an annual basis, and establishing a target date for project completion.	Underway	Nonprofits	Tribes; Cities/towns; County
Action E-4.8	Purchase development rights for high-quality stream basins. Do this by: identifying stream basins in the rural area where development rights would be purchased to preserve a healthy stream. Sources to finance actions could include using local conservation futures funds or a local funding source for restoration.	Medium	County	Nonprofits; Land trusts
Action E-4.9	Identify high-quality stream basins and adopt special development regulations to protect water quality. Regulations could include mandatory clustering for new subdivisions with a mandatory tree tract, minimum canopy cover standards, or limit for impervious areas.	Underway	County	Cities/towns; TRPC
Action E-4.10	Establish a goal of restoring a certain percentage of the riparian zone for each stream. Consider and evaluate a habitat restoration surcharge to stormwater utility rates to rehabilitate impacted stream and shoreline habitats. Expand incentives and requirements to restore riparian and shoreline areas as part of obtaining additional permits or building on properties.	Short; Medium	County	Cities/towns
Action E-4.11	Identify interjurisdictional restoration projects based upon watershed restoration plans, project identification strategies, stormwater capital facilities plans, and other mitigation efforts. A local example is Olympia, Lacey, and Yelm's joint water rights mitigation project on the Deschutes River near State Route 507, which is being funded by their water utility rates.	Underway	Cities/towns; County; Tribes	
Action E-4.12	Identify and secure a consistent funding source to support long-term monitoring of ground and surface water quality in the region's basins.	Short	County; Cities/towns	State

# Continuing Conversation

We live in a global economy. Much of what we consume is produced elsewhere and vice versa. But imagine a time in the not-so-distant future when more of the food we grow and products we make are consumed and recycled within the Thurston Region. Now imagine that more of our town centers, neighborhoods, and urban corridors support greater transportation and housing choices. Imagine that more of our entrepreneurs start companies and hire workers, and that more of our homegrown kids choose challenging and rewarding careers right where they started. Imagine that.

During the past three years, thousands of Thurston Region residents engaged in a frank conversation about how our tiny corner of the map should look, feel and function in 2035. Folks hoped, worried, discussed, disagreed, and found common ground. We all took time to imagine because we care deeply about this place we call home. The document you're reading is the result of that conversation — but it's also just the start of a new one.

*Creating Places — Preserving Spaces* articulates a clear vision for 2035, sets goals and targets, and recommends actions to achieve them. Success requires sustained commitment and collaboration on the part of everyone in the community. You, your friends, your neighbors — everyone. The conversation must continue around kitchen tables, council chambers, coffee shops — everywhere.

The Thurston Regional Planning Council will continue to convene community stakeholders, seek resources to implement sustainability actions, and share information about the region's progress. In the meantime, you can read *Creating Places — Preserving Spaces* and other Sustainable Thurston documents online at [www.sustainablethurston.org](http://www.sustainablethurston.org). We have the imagination and power to create a more socially, economically and environmentally sustainable future. Let's get to work.





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# Appendix

## Panel Members and Contributors

### Energy Work Group

**Graeme Sackrison** • *Thurston Climate Action Team, Work Group Lead*

**Casey Cochrane** • *Puget Sound Energy*

**Amy Tousley** • *Puget Sound Energy*

**Ramsey Zimmerman** • *Thurston Energy*

### Health & Human Services Panel

**Dennis Mahar** • *Lewis, Mason, Thurston Area Agency on Aging, Panel Chairperson*

**Steve Albrecht** • *Primary Care Physician*

**Jim Cooper** • *TOGETHER!*

**Jim Geist** • *Capella Health*

**Holly Greenwood** • *CHOICE Regional Health Network*

**Steve Harrington** • *The Water Company*

**Paul Knox** • *Thurston County United Way*

**Vickie Larkin** • *Thurston County Commissioners' Office*

**John Masterson** • *Behavioral Health Resources*

**Sandy Nelson** • *ESD 113 Sound to Harbor Head Start*

**Steve Petersen** • *Thurston County*

**Mark Petrie** • *Thurston County Utilities*

**Cynthia Pratt** • *Lacey City Council*

**Charles Shelan** • *Community Youth Services*

**Rob Watilo** • *Providence St. Peter Hospital*

**Kristen West** • *CHOICE Regional Health Network*

**Lesley Wigen** • *Thurston County Public Health*

**Mike Williams** • *The Williams Group*

**Cathy Wolfe** • *Thurston County Commissioner/Board of Health*

**Laura Worf** • *Olympia Master Builders*

**Thurston County Public Health and Social Services Department Staff**

**Deborah Allen** • *Personal Health Division*

**Mark Freedman** • *Social Services Division*

**Chris Hawkins** • *Chronic Disease Prevention*

**Sherri McDonald** • *Director (2011)*

**Mary Ann O'Garro** • *Epidemiologist*

**Don Sloma** • *Director (2012-2013)*

**Art Starry** • *Environmental Health Division*

**TRPC Staff**

**Karen Parkhurst** • *Senior Planner*

### Housing Panel

**Doug DeForest** • *Transportation Policy Board, business representative, Panel Chairperson*

**Gary Aden** • *Thurston County PHSS — Housing*

**Dave Burns** • *City of Lacey*

**Mark Freedman** • *Thurston County Public Health & Social Services*

**Mark Furman** • *Heritage Bank*

**Billie Heath** • *Rural Communities Assistance Corporation & Homes First*

**Tedd Kelleher** • *WA State Department of Commerce*

**John Ketola** • *NW EcoBuilding Guild*



**Mark Kitabayashi** • Windermere Real Estate  
**Chris Lowell** • Housing Authority of Thurston County  
**Julie McBride** • MC Construction, Olympia Master Builders  
**Eileen McKenzie-Sullivan** • Senior Services for South Sound  
**Maureen McLemore** • Community Youth Services  
**Connie Rivera** • Thurston County PHSS-Housing  
**Anna Schlecht** • City of Olympia  
**Tim Seth** • Washington Landlord Association  
**Charles Shelan** • Community Youth Services  
**Theresa Slusher** • Housing Authority of Thurston County  
**Trudy Soucoup** • Homes First  
**Chris van Daalen** • NW EcoBuilding Guild  
**John Walsh** • Community Action Council of Lewis, Mason and Thurston Counties  
**Angela White** • Olympia Master Builders  
**Panel Support**  
**Mike Burnham** • Thurston Regional Planning Council  
**Kathy McCormick** • Thurston Regional Planning Council

### **U.S. Department of Housing and Urban Development (HUD) Regional Staff**

**Mary McBride** • HUD Regional Administrator  
**Michael Clyburn** • HUD Community Planning and Development  
**Jack Peters** • Director - HUD Community Planning and Development

### **Land Use, Climate Change & Transportation**

**Grant Beck** • City of Yelm  
**Dennis Bloom** • Intercity Transit  
**Amy Buckler** • City of Olympia  
**Dave Burns** • City of Lacey

**Jeremy Davis** • Thurston County  
**David Ginther** • City of Tumwater  
**Mike Harbour** • Intercity Transit  
**Chris Hawkins** • Thurston County Public Health  
**Cari Hornbein** • City of Olympia  
**Jennifer Kenney** • City of Olympia  
**George Kovich** • WSDOT  
**Mike Matlock** • City of Tumwater  
**Tami Merriman** • City of Yelm  
**Stacey Ray** • City of Olympia  
**Carole Richmond** • Thurston Climate Action Team  
**Elizabeth Robbins** • WSDOT  
**Graeme Sackrison** • Thurston Climate Action Team  
**Tim Smith** • City of Tumwater  
**Todd Stamm** • City of Olympia  
**Art Starry** • Thurston County Public Health  
**Sophie Stimson** • City of Olympia  
**Veena Tabbutt** • Thurston Regional Planning Council  
**Rick Walk** • City of Lacey  
**Randy Wesselman** • City of Olympia  
**Work Group Support**  
**Thera Black** • Thurston Regional Planning Council  
**John Druelinger** • Thurston County

### **Local Food Systems Panel**

**Robert Coit** • Thurston County Food Bank, Panel Chair  
**Jackie Barrett Sharar** • Transportation Policy Board  
**Stephanie Blumhagen** • United Way of Thurston County  
**Stephen Buxbaum** • City of Olympia  
**Zena Edwards** • WSU Thurston County Extension  
**Emy Ellings** • WA State Department of Health  
**Jaclyn Ford** • WA State Department of Agriculture  
**Kim Gaffi** • GRuB  
**Debby Gaffney** • North Thurston Public Schools  
**TJ Johnson** • Sustainable South Sound, The Evergreen State College

**Dawna Kelley-Donohue** • Tenino City Council, Tenino Farmers Market  
**Heather Kowalewski** • The Evergreen State College MES Student  
**Ron Lawson** • City of Lacey  
**Sabine Meuse** • WA Dept. of Health  
**Kellie McNelly** • ROOF Community Services  
**Becca Pilcher** • Thurston County  
**Tess Rios** • South Puget Sound Community College  
**Sandra Romero** • Thurston County  
**Barb Scavezze** • NW EcoBuilding Guild  
**Lisa Smith** • Enterprise for Equity  
**Karen Valenzuela** • Thurston County  
**Lesley Wigen** • Thurston County Public Health  
**Peter Witt** • The Hobbs Group, Kiwanis Food Bank Garden Project, American Farmland Trust  
**Panel Support**  
**Karen Parkhurst** • Thurston Regional Planning Council

### **North County Schools Panel**

**Joan Cathey** • Tumwater City Council, Panel Chair  
**Ryan Andrews** • Lacey Planning Department  
**Dave Burns** • Lacey Planning Department  
**John Clark** • Tumwater School District  
**Virgil Clarkson** • Lacey City Council  
**Chris Hawkins** • Thurston County Public Health and Social Services  
**Doug Johnston** • Tumwater Public Works  
**Tom Kuehn** • OSPI  
**Mike Laverty** • North Thurston Public School Board  
**Randy Millhollen** • PSES  
**Mel Murray** • Tumwater Public School  
**Chuck Namit** • North Thurston Public Schools Board  
**Dan Payne** • ESD 112  
**Cynthia Pratt** • Lacey City Council, Alternate Panel Chair



**Peter Rex** • Olympia School District  
**Erin Scheel** • Intercity Transit Youth Services  
**Kerry Tarullo** • Olympia Public Works  
**Eric Weight** • North Thurston Public Schools

#### **Panel Support**

**Paul Brewster** • Thurston Regional Planning Council  
**Kathy McCormick** • Thurston Regional Planning Council

#### **Public Outreach & Education Panel**

**Jackie Barrett Sharar** • Transportation Policy Board, citizen representative, Panel Chair  
**Mike Beehler** • Transportation Policy Board, citizen representative  
**Doug DeForest** • Transportation Policy Board, business representative  
**Jerry Farmer** • Transportation Policy Board, business representative  
**Holly Gadbaw** • citizen representative, Western WA Growth Management Hearings Board, retired  
**Michael Gaffney** • Washington State University, Government Studies and Services  
**Meg Kester** • Intercity Transit  
**Jeff Kleingartner** • Timberland Regional Library  
**Jim Longley** • Transportation Policy Board, Nisqually Tribe representative  
**Janet Rogerson** • WA State Department of Commerce  
**Christina Sanders** • Washington State University, Government Studies and Services  
**Carolyn St. Claire** • League of Women Voters of Washington Education Fund  
**Cynthia Stewart** • Sustainability Roundtable of Thurston County, League of Women Voters of Thurston County, Alternate Panel Chair  
**Karen Verrill** • League of Women Voters of Washington Education Fund

#### **Education Materials**

**Heather Ballash** • WA Dept. of Commerce  
**Janet Rogerson** • WA Dept. of Commerce  
**Jill Severn** • League of Woman Voters  
**Carolyn St. Claire** • League of Woman Voters  
**Karen Verrill** • League of Woman Voters

#### **Panel Support**

**Scott Hollis** • Thurston Regional Planning Council  
**Kathy McCormick** • Thurston Regional Planning Council  
**Karen Parkhurst** • Thurston Regional Planning Council  
**Veena Tabbutt** • Thurston Regional Planning Council  
**Erin Wheeler** • Thurston Regional Planning Council

#### **Public Safety Panel**

**Jim Quackenbush** • TCOMM 9-1-1, Panel Chair  
**Tim Braniff** • Thurston County Sheriff's Office  
**Jim Broman** • Lacey Fire District 3  
**Alan Carr** • Town of Bucoda  
**Larry Dibble** • City of Olympia  
**Kathy Dickson** • Lacey Fire District 3  
**Chris Edmark** • Thurston County  
**Kathy Estes** • Thurston County Emergency Management  
**Mark Gregory** • Bald Hills Fire Department  
**Rita Hutcheson (Retired)** • SE Thurston Fire Authority  
**Sandy Johnson** • Thurston County  
**Joe Kautz** • Nisqually Indian Tribe  
**Mark King** • City of Yelm  
**Mel Low** • East Olympia Fire District #6  
**Jim McGarva** • Tumwater Fire Department  
**Steve North** • McLane Black Lake Fire Department  
**Christen Anton Peters** • Thurston County Prosecuting Attorney's Office  
**Dusty Pierpoint** • City of Lacey  
**Steve Romines** • Thurston County Medic One

**Kathleen Seeley** • TCOMM9-1-1

**Todd Stancil** • City of Yelm  
**Brian Stewart** • SE Thurston Fire Authority  
**John Stines** • City of Tumwater  
**Pete Suver** • Thurston County Medic One  
**Bill Terhune** • South Bay Fire Dept.  
**Howard Thronson** • Saint Martins University  
**Brian VanCamp** • South Bay Fire Department  
**Terry Ware** • Olympic Ambulance Company  
**Jon Weiks** • Tumwater Police Department  
**John Wood** • Griffin Fire Dept.  
**Greg Wright** • Olympia Fire Department  
**Ralph Wyman** • Chehalis Tribe

#### **Panel Support**

**Paul Brewster** • Thurston Regional Planning Council  
**Jailyn Brown** • Thurston Regional Planning Council

#### **Solid Waste Work Group**

**Peter Guttchen** • Thurston County Public Works  
**Loni Fine Hanka** • Thurston County Public Works  
**Ron Jones** • City of Olympia Public Works  
**Colleen Minion** • Thurston County Public Works  
**Emily Orme** • Thurston County Public Works  
**Scott Schimelfenig** • Thurston County Public Works  
**Brian Staffki** • Thurston County Public Works  
**Terri Thomas** • Thurston County Public Works  
**Gerald Tousley** • Thurston County Health and Social Services

#### **Work Group Support**

**Kathy McCormick** • Thurston Regional Planning Council  
**Steven Morrison** • Thurston Regional Planning Council  
**Jolene Staniskowski** • Intern, Thurston Regional Planning Council



**South County Schools Panel****Bret Brodersen** • Tenino City Council, Panel Chair**Grant Beck** • Yelm Community Planning**Steve Bennett** • WA Dept. of Transportation**Fred Evander** • Thurston Regional Planning Council,  
representing Bucoda, Tenino, Rainier**Kim Fry** • Rochester School District No. 401,  
Superintendent**Tim Garchow** • Rainier School District No. 307,  
Superintendent**Steve Kim** • WA Dept. of Transportation**Kathy McCormick** • Thurston Regional Planning Council**Dennis McVey** • Rainier City Council**TJ Nedrow** • WA Dept. of Transportation**Russell Pickett** • Tenino School District No. 402,  
Superintendent**Connor Stakelin** • Tenino High School Student,  
Leadership Program**Andy Wolf** • Yelm Community Schools, Superintendent**Panel Support****Paul Brewster** • Thurston Regional Planning Council**Fred Evander** • Thurston Regional Planning Council**Kathy McCormick** • Thurston Regional Planning  
Council**Blue Ribbon Economic Development Panel****Heber Kennedy** • GeoMetrics, LLC; Panel Chair**Reid Bates** • Express Pros**David Burnett** • Confederated Tribes of the Chehalis  
Reservation**Jean Carr** • Shea Carr Jewell**Jeanne Carras** • Bonaventure**Jeff Davis** • Port of Olympia**Doug DeForest** • Western States Contractors Alliance**John Doan** • City of Tumwater**Mike / Lisa Eisenmann** • Capitol City Press**Justin Erickson** • Harbor Wholesale**Brian Fluetsch** • Sunset Air**Ed Galligan** • Port of Olympia**Jim Geist** • Capital Medical Center**Ron Harding** • City of Yelm**Dr. Roy Heynderickx** • Saint Martin's University**Ted / Tanya Jernigan** • Diamond Technologies, Inc.**Mike Kennedy** • PacMtn Workforce Development  
Council**Zach Kosturos** • Prime Locations**Ron Lawson** • City of Lacey**Tim Madely** • Big Toys**Doug Mah** • City of Olympia**Bill McGregor** • Port of Olympia**Sandra Miller** • The Governor Hotel**Dr. Riley Moore** • Saint Martin's University**Jace Munson** • Berschauer Phillips**Dr. Gerald Pumphrey** • South Puget Sound Community  
College**Dr. Thomas L. "Les" Purce** • The Evergreen State  
College**Renee Ries** • Fairchild Record Search**Sandra Romero** • Thurston County**Andy Ryder** • City of Lacey**Graeme Sackrison** • Thurston Climate Action Team**David Schaffert** • Thurston County Chamber of  
Commerce**Brad Shell** • Fish Tale Ale**Priscilla Terry** • Prime Locations**John Teutsch** • Teutsch Partners, LLC**Brian Vance** • Heritage Bank**Donna Weaver** • Dream Weavers**Gail Wootan** • The Evergreen State College**Chris Wilcox** • Wilcox Farms**Panel Support****Michael Cade** • Thurston County Economic  
Development Council**Jason Robertson** • J Robertson and Company**Renee Sunde** • Thurston County Economic  
Development Council**Lon Wyrick** • Thurston Regional Planning Council  
Executive Director**Water Infrastructure Panel****Grant Beck** • Yelm Community Planning and  
Development Director**Jim Bachmeier** • Thurston County Resource Stewardship**Peter C. Brooks, PE** • City of Lacey Public Works**Dave Dafoe** • City of Tenino Public Works**Lisa Dennis-Perez** • LOTT Clean Water Alliance**Roger Giebelhaus** • Thurston County Public Works**Jon Hinton, PE** • City of Rainier Public Works**Liz Hoenig** • City of Olympia Public Works**Stephanie Ray** • City of Yelm Executive Department**Barb Scavezze** • NW EcoBuilding Guild - South Sound  
Chapter**Dan Smith** • City of Tumwater Public Works**Art Starry** • Thurston County Environmental Health**Chris Stearns** • Thurston PUD, Commissioner,  
Panel Chair

**Alan Vanell** • Town of Bucoda, Councilmember  
**John Weidenfeller** • Thurston PUD

#### **Panel Support**

**Fred Evander** • Thurston Regional Planning Council, representing Bucoda, Tenino, Rainier  
**Steven Morrison** • Thurston Regional Planning Council

#### **Water Quality Work Group**

**Pat Allen** • Thurston County Resource Stewardship  
**Grant Beck** • Yelm Community Planning and Development Director  
**Dave Burns** • City of Lacey  
**Scott Clark** • Thurston County Planning Dept.  
**Amy Hatch-Winecka** • Thurston Conservation District  
**Roger Giebelhaus** • Thurston County Public Works  
**Jamie Glasgow** • Wild Fish Conservancy  
**Allison Osterberg** • Thurston County Planning Dept.  
**Art Starry** • Thurston County Environmental Health Division  
**Cindy Wilson** • Thurston County Planning Dept.  
**Work Group Support**  
**Steven Morrison** • Thurston Regional Planning Council  
**Veena Tabbutt** • Thurston Regional Planning Council

#### **Planner's Work Group**

**Ryan Andrews** • City of Lacey  
**Grant Beck** • City of Yelm  
**Leonard Bauer** • WA Dept. of Commerce  
**Thera Black** • Thurston Regional Planning Council  
**Dennis Bloom** • Intercity Transit  
**Paul Brewster** • Thurston Regional Planning Council  
**Jailyn Brown** • Thurston Regional Planning Council  
**Amy Buckler** • City of Olympia  
**Jared Burbidge** • Thurston Regional Planning Council  
**Dave Burns** • City of Lacey  
**Michael Burnham** • Thurston Regional Planning Council  
**Michael Cade** • Thurston County Economic Development Council  
**Scott Clark** • Thurston County  
**Jeremy Davis** • Thurston County  
**John Druelinger** • Thurston County  
**Fred Evander** • Thurston Regional Planning Council, representing Bucoda, Tenino, Rainier  
**Ann Freeman-Manzanares** • Intercity Transit  
**Mike Gaffney** • Thurston County  
**David Ginther** • City of Tumwater  
**Chris Hawkins** • Thurston County  
**Cari Hornbein** • City of Olympia  
**Jennifer Kenny** • City of Olympia  
**Molly Levitt** • Thurston County  
**Jim Longley** • Nisqually Indian Tribe

**Amy Loudermilk** • Chehalis Tribe  
**Mike Matlock** • City of Tumwater  
**Amy McMahan** • WA Office of Financial Management  
**Tami Merriman** • City of Yelm  
**Steven Morrison** • Thurston Regional Planning Council  
**Barath Paladugu** • Thurston Regional Planning Council  
**Karen Parkhurst** • Thurston Regional Planning Council  
**Janet Rogerson** • WA Dept. of Commerce  
**Sarah Selstrom** • Thurston Regional Planning Council  
**Tim Smith** • City of Tumwater  
**Keith Stahley** • City of Olympia  
**Todd Stamm** • City of Olympia  
**Sophie Stimson** • City of Olympia  
**Renee Sunde** • Thurston County Economic Development Council  
**Ann Sweeney** • WA Dept. of Enterprise Services  
**Michael Van Gelder** • WA Dept. of Enterprise Services  
**Rick Walk** • City of Lacey  
**Cindy Wilson** • Thurston County  
**Lon Wyrick** • Thurston Regional Planning Council  
**Work Group Support**  
**Holly Gilbert** • Thurston Regional Planning Council  
**Kathy McCormick** • Thurston Regional Planning Council  
**Veena Tabbutt** • Thurston Regional Planning Council

## Thurston Regional Planning Council Staff

Thera Black, Senior Planner

Paul Brewster, Senior Planner

Jailyn Brown, Senior Planner

Holly Gilbert, Senior Planner

Kathy McCormick, Senior Planner

Steven Morrison, Senior Planner

Karen Parkhurst, Senior Planner

Veena Tabbutt, Senior Planner

Bharath Paladugu, Principal Transportation Modeler

Dave Read, Information Technology Manager

Scott Carte, GIS Coordinator

Michael Burnham, Associate Planner

Fred Evander, Associate Planner

Rosalie Bostwick, Office Manager

Sarah Selstrom, Administrative Assistant

Michael Ambroggi, GIS Analyst

Jeff Holcomb, GIS Analyst

Erin Cahill, Project Assistant

Scott Hollis, Project Assistant

Erin Wheeler, Project Assistant

Christopher Montero, Graphics Technician

Burlina Montgomery, Office Assistant III

Michelle Hernandez, Office Specialist I

Nathan Nadenicek, Intern

Jolene Stanislawski, Intern

Lon Wyrick, Executive Director

Jared Burbidge, Assistant Director

## Action Table Definitions

**Timeline:** Action will likely begin ....

Underway	
Short	(1-3 yrs)
Medium	(3-10 yrs)
Long	(10-20 yrs)

**Lead:** Entity that will likely move the action forward

**Partners:** Partners actively participate in the project and bring resources (money or time) to the table. Key partners are included in action table.

## Action Leads and Partners

Name	Description
Cities/towns	Bucoda, Lacey, Olympia, Rainier, Tenino, Tumwater, and Yelm
Chambers	Chambers of Commerce
County	Thurston County
Courts	Thurston County District and Superior Courts and Municipal Courts
Developers	Development community – includes builders, developers, and financial institutions for both residential and commercial buildings
DOH	Washington State Department of Health
EDC	Thurston Economic Development Council
Federal	Federal agencies
Finance	Financial community (banks, lending institutions)
Fire districts	15 fire districts and the three cities (Bucoda, Olympia, and Tumwater) with independent fire districts

HCA	Washington State Health Care Authority
HHS	Health and Human Services
Higher Ed	South Puget Sound Community College, St. Martins' University, The Evergreen State College
HOME Consortium	The HOME Consortium is an eight member advisory board responsible for the multi-jurisdictional administration of Thurston County's housing programs
Hospitals	Capital Medical Center; Providence St. Peter Hospital
Housing Authority	Housing Authority of Thurston County
IT	Intercity Transit
JBLM	Joint Base Lewis-McChord
Land trusts	Capitol Land Trust and Nisqually Land Trust
Lead entity	Lead entities are the community-based groups that develop strategies to restore salmon habitat
Local Health Care Providers	Organizations involved in providing health care in the Thurston Region
LOTT	LOTT Clean Water Alliance (serves Lacey-Olympia-Tumwater-Thurston County)
Nonprofits	A variety of nonprofit organizations
North County cities	Lacey, Olympia, Tumwater, and Thurston County
ORCAA	Olympia Region Clean Air Agency
Port	Port of Olympia
PUD	Thurston Public Utility District
PSE	Puget Sound Energy
PT	Pierce Transit
R/T	Rural – Tribal Transportation
School districts	9 school districts within Thurston County (K-12)
South County cities/places	Bucoda, Grand Mound, Rainier, Rochester, Tenino, and Yelm (Grand Mound and Rochester are represented by Thurston County)
State	State agencies

STEDI	South Thurston Economic Development Initiative – a consortium of partners initiated by Bucoda, Rainier, Tenino, Yelm, Grand Mound, and Rochester, in collaboration with agencies including the Thurston Economic Development Council, Thurston Regional Planning Council, Washington State University Cooperative Extension, and the Olympia-Lacey-Tumwater Visitor & Convention Bureau.
TCAT	Thurston Climate Action Team
TCOMM	Thurston 9-1-1 Communications
TCPHSS	Thurston County Public Health and Social Services
TESC	The Evergreen State College
TE	Thurston Energy. A program of the Thurston Economic Development Council
Thurston County BOH	Thurston County Board of Health
Thurston Food System Council	<p>A grassroots organization with members representing Cities/towns, County, Nonprofits (Slow Food, Sustainable South Sound), growers, processors and other food related businesses, TRPC, WSU</p> <p>Note: The Local Food System panel and other community members explored various models of council/advisory groups and elected to begin by forming the grassroots Thurston Food System Council. While elected officials participate in this group, it is not affiliated with any city/town, county or regional government and is not a policy council. Policymakers may want to explore different models, with a greater policy focus. This may be as a subcommittee of TRPC or other entity.</p> <p>While the matrix notes the Thurston Food System Council as lead for a number of action items, they do not – at this time – have the capacity or resources to act as lead without funding and community support.</p>
TOGETHER!	Nonprofit organization dedicated to engaging and mobilizing families, schools and the community to advance the health, safety and success of youth in Thurston County.
Tribes	One or some of the three tribal governments in our region: Confederated Tribes of the Chehalis Reservation, Nisqually Indian Tribe, and Squaxin Island Tribe

TRPC	Thurston Regional Planning Council
TT	Thurston Thrives
Utilities	Private and Public utility providers. Includes telecommunications and fiber network providers.
VCB	Visitor & Convention Bureau
WSDOT	Washington State Department of Transportation
WSU	Washington State University Cooperative Extension
WUTC	Washington Utilities Trade Commission

## Endnotes

<sup>1</sup>The Baseline Future is derived from TRPC's population and Employment Forecast. Full documentation can be found on [www.trpc.org/data/pages/popfore.aspx](http://www.trpc.org/data/pages/popfore.aspx)

<sup>2</sup>Thurston Regional Planning Council (2013). "Preferred Land Use Scenario and Key Indicators." [www.sustainablethurston.org](http://www.sustainablethurston.org).

<sup>3</sup>Bettencourt, L.M.A., J. Lobo, D. Delbing, C. Kuhnert, G.G. West (2007). "Growth, innovation, scaling, and the pace of life in cities." Proceedings of the National Academy of Sciences 104 (17); 7301-7306.

<sup>4</sup>Thurston Regional Planning Council (2013). "Current Affordable Housing Need and Fair Share Housing Distribution for Thurston County - Draft Methodology."

<sup>5</sup>Washington State University (2012). Sustainable Thurston Project Baseline Survey Results.

<sup>6</sup>Easton G., and Owen, J. (2009). "Creating Walkable Neighborhood Business Districts An Exploration of the demographic and physical characteristics needed to support local retail services."

<sup>7</sup>Fisher, J., and Mitchell, L. (2009). "Thurston County Farmland Inventory."







## **Appendix D: Land Use and Housing Survey Results**

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## Appendix D: Land Use and Housing Survey Results

### 1 INTRODUCTION

The Growth Management Act requires a process of early and continuous citizen participation when amending comprehensive plans. Thurston County's County-Wide Planning Policies and the City of Tumwater's Strategic Plan establish policies that the City will follow for public participation.

To meet these various requirements, as outlined in Table 1 below, the City of Tumwater engaged the community through a public outreach survey, coffee talks with civic groups and organizations, as well as briefings, work sessions, and public hearings with the Tumwater Planning Commission, Council Committees, and City Council.

Table 1. Timeline of Public Engagement

<b>Date</b>	<b>Activity</b>
Fall of 2015	Public opinion surveys delivered to citizens in the City and the Urban Growth Area and an online survey added to the City's website
October 15, 2015	Planning Commission Briefing
December 22, 2015	Planning Commission Briefing
January 12, 2016	Planning Commission Briefing
Winter of 2016	Utility bill insert questionnaires sent out
January and February of 2016	Telephone surveys conducted
January 26, 2016	Planning Commission Work Session
January 29, 2016	School Board Coffee Talk
February 2, 2016	Sustina Home Owners Coffee Talk
February 9, 2016	Black Hills PTA Coffee Talk
February 9, 2016	Planning Commission Work Session
February 16, 2016	Chamber of Commerce Coffee Talk
February 23, 2016	Planning Commission Briefing and Work Session
February 29, 2016	Tumwater University
March 8, 2016	Planning Commission Briefing and Work Session
Spring of 2016	Online public opinion survey closed and results studied
March 17, 2016	Public Works Committee Briefing
March 22, 2016	Planning Commission Briefing and Work Session
April 5, 2016	General Government Committee Briefing
April 20, 2016	Joint Planning Commission and Parks and Recreation Commission Briefing
April 26, 2016	Planning Commission Briefing and Work Session
May 3, 2016	Planning Commission Work Session
May 19, 2016	Joint Planning Commission and Historic Preservation Commission Briefing

## Appendix D: Land Use and Housing Survey Results

Date	Activity
May 24, 2016	Planning Commission Work Session
June 9, 2016	Public Works Committee Briefing
June 14, 2016	Planning Commission Briefing
July 26, 2016	Planning Commission Briefing and Work Session
August 9, 2016	Planning Commission Briefing and Work Session
August 23, 2016	Planning Commission Briefing and Work Session
September 6, 2016	General Government Committee Work Session
September 13, 2016	Planning Commission Work Session
September 27, 2016	Planning Commission Work Session
October 11, 2016	Joint City Council and Planning Commission Work Session
October 25, 2016	Joint City Council and Planning Commission Public Hearing
November 8, 2016	Planning Commission Briefing
November 15, 2016	City Council Work Session
November 22, 2016	Planning Commission Work Session
December 20, 2016	City Council Approval

This Appendix includes a Community Outreach Element and the results from several different surveys. The outreach plan was finalized in late 2015 and the surveys ended mid-2016. Listed below are some conclusions based on the various surveys and outreach events.

Citizens of Tumwater are highly interested in:

- Maintaining and improving the affordability of Tumwater's housing options
- Creating safer school routes and connections to transit
- Creating more trails and community parks
- The use of neighborhood grants to improve the community

Here is how citizens rated Tumwater:

- 91% believe Tumwater is a "Good" or "Excellent" place to raise a family
- 82% rated the quality of life in Tumwater "Good" or better
- 65% felt the City is growing at the right pace
- 56% rated employment opportunities as "Moderate" or lower

Here are some of the things people love about Tumwater:

- Great parks, outdoor recreation, and natural beauty
- Small town feel
- Great schools
- Access to shopping and community events

## Appendix D: Land Use and Housing Survey Results

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- Good government services – police and fire departments
- History, potential for redevelopment and support for local businesses
- Quiet and cared for neighborhoods

Tumwater citizens believe the City should focus on:

- Providing more transportation choices
- Promoting equitable, affordable housing
- Enhancing economic opportunity
- Valuing communities and neighborhoods

Appendix D: Land Use and Housing Survey Results

2 COMMUNITY OUTREACH ELEMENT

# Tumwater City Plan 2035

## Community Outreach Element





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## What is Tumwater's City Plan 2035?

Tumwater last completed a major update to its 20 year plan in 2004. In response to City policies and the State's requirements for periodic plan review, it is time to revisit this plan again and make necessary updates to ensure it reflects the community's vision for our City. The City Council established the scope of this Plan on February 17, 2015, focusing on four areas of improvement:

- Incorporating new public input
- Updating population and employment forecasts
- Reflecting changes in state law
- Consolidating and refining goals and policies

Our Comprehensive Plan meets the requirements of the Washington State Growth Management Act by helping protect our environment, quality of life, and economic development. Our plan is also consistent with Sustainable Thurston and the updated County-wide Planning Policies.

*The City of Tumwater has a long history of successful community involvement. We pride ourselves on having a small town atmosphere and a culture of working together. This collaborative spirit is fundamental to how the city is governed and it is reflected in our approach to updating the city's Comprehensive Plan.* **—Mayor Pete Kmet**



## What are Tumwater's 10 goals for community outreach?

1. Provide information to help public understanding of issues;
2. Seek early and continuous involvement from people who care about the plan and the community;
3. Offer opportunities for people to provide feedback to staff and appointed and elected officials;
4. Make the process accessible and engaging for everyone;
5. Make community-driven planning the priority for this plan;
6. Highlight projects implemented since the last Comprehensive Plan update;
7. Use a flexible, phased approach;
8. Integrate and consolidate goals from all elements of this plan and resource plans;
9. Develop a citizen's guide to the Comprehensive Plan that summarizes the most important parts of the plan in an easy to read and understand format;
10. Rely on multiple communication media to share information.

## Who are the people who care about Tumwater’s City Plan?

### Residents and Employees

Residents  
 Neighborhoods and Homeowner’s Associations  
 Civic groups  
 Parent-Teacher Associations  
 Employees  
 Students  
 Seniors

### Regulatory and Advisory Agencies or Bodies

Washington State Department of Commerce  
 City Council  
 Planning Commission  
 Thurston County Council and Planning Commission  
 Historic Preservation Commission  
 Parks & Recreation Advisory Board  
 Thurston Regional Planning Council

### Other Public Agencies

Port of Olympia  
 South Puget Sound Community College  
 Thurston County Planning and Development Services  
 Thurston County Public Health Department  
 Intercity Transit  
 Tumwater School District Board  
 Puget Sound Energy  
 LOTT Clean Water Alliance  
 Chehalis Tribal Nation  
 Squaxin Tribal Nation  
 State Agencies located in Tumwater – Department of Health, Department of Corrections, etc.  
 Thurston Economic Development Council  
 Timberland Regional Library  
 Thurston Regional Planning Council

### Social Service Agencies

United Way  
 Boys and Girls Club of Thurston County  
 Behavior Health Resources  
 Thurston Mason Lewis Area Agency on Aging

### Business/Development

Building Industry Association  
 Association of Realtors  
 Tumwater Chamber of Commerce  
 Thurston Chamber of Commerce  
 Employers

### Arts/Culture/Hospitality

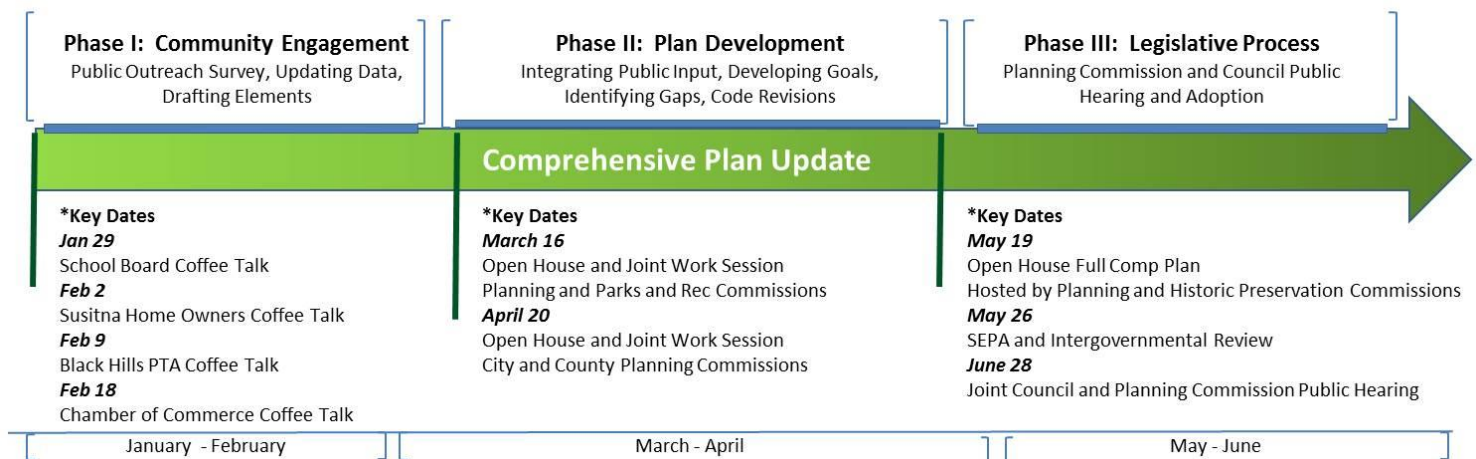
Libraries  
 Farmers Market  
 Hotels  
 Explore Thurston County  
 Olympia Lacey Tumwater Visitor and Convention Bureau

## What is our community outreach process?

The objective of the Community Outreach Element is to establish how the city will engage the public throughout the Comprehensive Plan update. Tumwater will use a range of public participation strategies to encourage and facilitate community participation in the planning process. The process is flexible and may be changed to take advantage of events and opportunities that may arise. The communication strategy will employ multiple tools and platforms to inform and engage the community and stakeholders in the update of Tumwater's City Plan 2035.

## 2016 Community Engagement Timeline

City of Tumwater – Comprehensive Plan 2035



### Phase I: Community Engagement

#### Winter 2015- 2016

Phase I, staff will begin to review the visions, goals, and policies in the existing Comprehensive Plan and consolidate redundant information where needed. The public and stakeholders will be introduced to the plan update process through a series of communications and asked to prioritize the plan's vision, goals, and policies via "Coffee Talks," various surveys (including a statistically valid telephone survey), an online survey, a utility bill insert questionnaire, and some social media outreach.

"Coffee Talks" or coffee with your City Planner will be a core strategy for engaging people in Tumwater's City Plan 2035. These talks or meetings will target local community groups, neighborhoods, homeowner's associations, PTAs, boards, clubs, organizations, etc. to gather feedback and provide information in a comfortable setting.

Early public opinion surveys were delivered to all city and Tumwater Urban Growth Area (UGA) addresses in the Fall of 2015.

## What communication strategies will Phase I include?

### Email Contact List

Staff will maintain a list of interested members of the public and stakeholders who will be notified of key meetings and other information related to the update process via email. The city's established email list will also be used to communicate with stakeholders.

### Planning Commission and City Council

Staff will present information on the update process and community outreach effort during Planning Commission meetings from December 2015 through June 2016 or the end of the process. The public will be notified of key meetings and open houses via the city's website, the Olympian newspaper, social media, Tumwater On-Tap e-newsletter, and city email list.

### Surveys

An online survey will be available on the city website from Fall 2015 through Spring 2016 to assess community priorities. The visions, goals, and policies in the existing Comprehensive Plan will serve as a starting point when developing the survey questions. City staff will take the lead in its development. Members of the public will be notified of the survey via email, the city's Facebook page, and at the Coffee Talks.

Telephone surveys giving an accurate and statistically valid sample of public opinion across the city will be conducted by the Thurston Economic Development Council in cooperation with St. Martin's College, using students from St. Martin's, Evergreen State College, and South Puget Sound Community College as callers. This survey will be conducted in January/February 2016.

Utility bill insert questionnaires will be distributed city-wide in Winter 2016 and late Spring 2016 to sample public opinion through another avenue that reaches a full spectrum of Tumwater residents and businesses.

### Website

All materials associated with the plan update, including a list of frequently asked questions, will be posted on a prominent project-specific webpage on the city's website. Additionally, feature stories will be posted on the homepage of the city's website.

### Facebook page

Process updates and notice of public meetings will be posted on the city's Facebook page.

### Flyers

Flyers advertising the survey and key public meetings will be posted in strategic locations throughout the city, including city-owned sites and well known venues.

### Press Releases and Media Advertisements

The city will issue press releases and advertise the survey, key open houses, and public meetings in the Olympian and on the local cable television channel, TCTV 26.

## Phase II: Plan Development

### Spring 2016

In Phase 2, feedback gathered through the Coffee Talks, surveys, Planning Commission and City Council meetings, and other means (e.g. emails, Facebook page, letters, etc.) will be incorporated into the draft Comprehensive Plan. Staff will present the draft language to city advisory boards and commissions as well as focus groups comprised of subject-area experts.

### What communication strategies will Phase II include?

In addition to continuing to employ the strategies started in Phase I, Phase II will include:

#### **Consultation with Advisory Boards, Planning Commission, and Other Advisors**

City advisory boards and commissions will be engaged throughout the update process. These groups, including the Planning Commission, Historic Preservation Commission, and Parks and Recreation Commission, TRPC Planners Advisory Groups, Thurston County Planning Commission will review and provide feedback on components of the draft plan (e.g. transportation, land use, conservation, etc.). Results of the survey, as well as other public input, will also be shared with these advisors.

#### **Focus groups**

Four to six technical experts will provide an avenue for discussion of the plan's key topic areas that aren't represented through the city's existing advisory boards or commissions (e.g. land use and the environment). The focus groups will review and provide input into relevant draft plan chapters. Results of the survey, as well as other public input, will also be shared with the groups.

## Phase III: Legislative Process

### Summer 2016

City of Tumwater will finalize draft versions of all chapters of the Comprehensive Plan during Phase III. Several public open house meetings will provide an opportunity to see the draft plan prior to the Joint Council - Planning Commission public hearing. Relevant city advisory boards and commissions will develop recommendations that will be forwarded to the Planning Commission. All the focus group members will have an opportunity to review the work, as well.

Phase III is also the legislative process, which includes Planning Commission and City Council public hearings. The process will culminate in the adoption of a new Comprehensive Plan by the GMA deadline of June 30, 2016.

## What communication strategies will Phase III include?

In addition to continuing to employ the strategies started in Phases I and II, Phase III will include:

### **Open Houses**

Open house will allow city staff to present the draft updated Comprehensive Plan to the public prior to the start of and during the legislative process. Staff will provide an overview of the process to date, draft goals, and next steps. Information about open house dates and other key meeting dates will be widely distributed through press release, the Olympian, ThurstonTalk blog, the city's website, the city's Facebook page, and the email contact lists.

### **Planning Commission Public Hearing and Work Sessions**

The Planning Commission will conduct a public hearing to gather public comment on the draft Comprehensive Plan before developing findings of fact, conclusions, and recommendations that will be forwarded to City Council.

Public notice of the public hearing will be published in accordance with state law and Tumwater Municipal Code at least 30 days prior to the date of the hearing. Several Planning Commission work sessions will be held after the initial public hearing. In addition to the required noticing procedures, notice will also be provided through press release, the Olympian, the city's website, the city's Facebook page, and the email contact lists.

### **City Council Planning Committee**

The City Council's General Government Committee and Public Works Committee will periodically review and discuss the Comprehensive Plan update. All meeting dates and materials will be posted on the city's website.

### **City Council Public Hearing and Work Sessions**

The City Council will conduct a public hearing to gather public input on the draft plan forwarded by the Planning Commission. Public notice of the public hearing will be published in accordance with state law and Tumwater Municipal Code on the city's website at least 30 days prior to the date of the hearing. Several City Council work sessions will be held after the initial public hearing. In addition to the required noticing procedures, notice will also be provided through press release, the Olympian, ThurstonTalk blog, the city's website, the city's Facebook page, and the email contact lists.

## Where do I send my comments?

Written comments are welcome at any time during the Comprehensive Plan update process. To be considered for the Planning Commission and City Council public hearings, formal written comments should be submitted by the deadline included in the public notices published in the Olympian. Staff will address and publish all formal comments.

**City of Tumwater Contact:**

Paula Reeves, AICP CTP  
Tumwater Planning Manager  
Community Development Department  
555 Israel Road SW  
Tumwater, WA 98501  
Phone: 360-754-4180  
Fax: 360-754-4138  
Email: [PR Reeves@ci.tumwater.wa.us](mailto:PR Reeves@ci.tumwater.wa.us)

To be notified of up-coming meetings and process updates, send an email to:  
[compplan@ci.tumwater.wa.us](mailto:compplan@ci.tumwater.wa.us)

All documents related to the Plan update are located on the City of Tumwater Website:  
[www.ci.tumwater.wa.us/updating-the-comp-plan](http://www.ci.tumwater.wa.us/updating-the-comp-plan)



## Appendix D: Land Use and Housing Survey Results

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### 3 SURVEY RESULTS

## Constant Contact Survey Results

Survey Name: Comprehensive Plan 2015 Survey (Revised)

Response Status: Partial &amp; Completed

Filter: None

Oct 02, 2015 11:54:43 AM

## 1. Do you live in Tumwater?

	Number of Response(s)	Response Ratio
Yes	107	89.1%
No	11	9.1%
Don't know	1	<1%
No Responses	1	<1%
<b>Total</b>	<b>120</b>	<b>100%</b>

## 2. About how long have you lived in Tumwater?

	Number of Response(s)	Response Ratio
0-5 years	39	30.8%
6-10 years	17	13.3%
11-20 years	26	21.6%
21-30 years	14	11.6%
31-40 years	11	9.1%
41 or more years	9	7.5%
I don't live in Tumwater	7	5.0%
No Responses	1	<1%
<b>Total</b>	<b>120</b>	<b>100%</b>

## 3. Do you own a business in Tumwater?

	Number of Response(s)	Response Ratio
Yes	16	13.3%
No	98	81.6%
Don't know	0	0.0%
No Responses	6	5.0%
<b>Total</b>	<b>120</b>	<b>100%</b>

## 4. Do you work in Tumwater?

	Number of Response(s)	Response Ratio
Yes	45	37.5%
No	74	61.6%
Don't know	0	0.0%
No Responses	1	<1%
<b>Total</b>	<b>120</b>	<b>100%</b>

5. Using the map below, please select the neighborhood in which you live or work.

	Number of Response(s)	Response Ratio
A-Mottman/Black Lake	5	4.1%
B-Trosper	11	9.1%
C-Littlerock	22	18.3%
D-SE Capitol Boulevard	18	15.0%
E-Deschutes	12	10.0%
F-Tumwater Hill	24	20.0%
G-Airport	8	6.6%
H-New Market	3	2.5%
I-Brewery	7	5.8%
J-Don't know	4	3.3%
No Responses	6	5.0%
<b>Total</b>	<b>120</b>	<b>100%</b>

6. How would you rate the following characteristics of your neighborhood?

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	Excellent	Good	Moderate	Poor	Very Poor
Shopping opportunities	22 19%	36 31%	27 23%	23 19%	10 8%
Jobs	6 5%	30 27%	45 40%	26 23%	6 5%
Access to outdoor recreation	21 18%	40 34%	38 32%	17 14%	3 3%
Noise	22 19%	38 32%	42 36%	11 9%	5 4%
Safety after dark	24 20%	52 44%	36 30%	5 4%	2 2%
Roads	18 15%	39 33%	39 33%	13 11%	10 8%
Sidewalks	17 14%	31 26%	39 33%	22 19%	9 8%
Bicycle lanes	14 12%	19 16%	36 31%	29 25%	18 16%

7. How would you rate the overall quality of life in Tumwater today?

	Number of Response(s)	Response Ratio
Excellent	20	16.6%
Good	79	65.8%
Neutral	15	12.5%
Poor	3	2.5%
Very poor	1	<1%
Don't know	1	<1%
No Responses	1	<1%
<b>Total</b>	<b>120</b>	<b>100%</b>

8. Thinking ahead 5 years from now, what do you expect the quality of life in Tumwater will be like?

	Number of Response(s)	Response Ratio
Excellent	31	25.8%
Good	64	53.3%
Neutral	16	13.3%
Poor	5	4.1%
Very poor	2	1.6%
Don't know	1	<1%
No Responses	1	<1%
<b>Total</b>	<b>120</b>	<b>100%</b>

9. Considering the population growth of Tumwater, would you say it is growing:

	Number of Response(s)	Response Ratio
Too fast	35	29.1%
About right	79	65.8%
Not fast enough	4	3.3%
No Responses	2	1.6%
<b>Total</b>	<b>120</b>	<b>100%</b>

10. What do you consider to be Tumwater's best assets?

103 Response(s)

11. What do you consider to be Tumwater's worst problems?

106 Response(s)

12. What do you consider to be Tumwater's most pressing issues?

95 Response(s)

13. Please rate Tumwater in relation to the following opportunities and amenities.

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	Excellent	Good	Moderate	Poor	Very Poor	Don't know
A good place to raise a family	51 43%	57 48%	7 6%	0 0%	1 1%	3 3%
Employment opportunities	8 7%	37 31%	46 39%	14 12%	7 6%	7 6%
Housing choices	19 16%	43 36%	42 36%	9 8%	5 4%	0 0%
Recreational opportunities	27 23%	36 30%	36 30%	13 11%	5 4%	2 2%
Shopping	21 18%	45 38%	37 31%	7 6%	9 8%	0 0%
Dining	5 4%	23 19%	42 36%	32 27%	16 14%	0 0%

**14. Please rate Tumwater in relation to the following opportunities and amenities.**

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	<b>Excellent</b>	<b>Good</b>	<b>Moderate</b>	<b>Poor</b>	<b>Very Poor</b>	<b>Don't know</b>
Roads	7 6%	35 29%	43 36%	24 20%	10 8%	0 0%
Sidewalks	5 4%	30 25%	56 47%	20 17%	8 7%	0 0%
Police services	48 40%	42 35%	16 13%	2 2%	2 2%	9 8%
Fire services	53 45%	43 36%	12 10%	0 0%	1 1%	10 8%
Bicycle paths	9 8%	21 18%	38 32%	30 25%	9 8%	11 9%
Environmental protection	12 10%	50 42%	29 24%	6 5%	5 4%	17 14%

**15. What would be your top three priorities for the city?**

93 Response(s)

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**16. Please provide any additional comments or ideas you would like the city leadership to hear.**

52 Response(s)

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**17. Thank you for taking this survey. Please provide your name and email address if you wish to be added to the e-mail distribution list for the Comprehensive Plan Update Project.**

First Name	51
Last Name	50
Email Address	51

**18. Please add my email to the City e-News list(s) below too. Please note, we will only register you for the lists that you select below.**

	<b>Number of Response(s)</b>	<b>Response Ratio</b>
City Hall General Alerts	30	71.4%
Tumwater on Tap e-Newsletter	26	61.9%
Construction & Traffic Alerts	32	76.1%
Tumwater Valley Golf Course	11	26.1%
Parks and Recreation	32	76.1%
Barnes Lake Management District	8	19.0%
Volunteer News and Events	27	64.2%
Annexations	21	50.0%
<b>Total</b>	<b>42</b>	<b>100%</b>

## Strengths

Shopping, events

A good police and fire department Family life style

Retail and proximity to Olympia.

Small town feel. Close to all needed/wanted services. Cloae enough to larger cities.

The small town feel. Specifically our neighborhood is well integrated with each other.

Parks, diversified shopping, library, love of city

People that care, thoughtful planning and lots of potential, the brewery property could be redeveloped into a place

Parks. Outdoor recreation - beautiful trails. Walkable and biking neighborhoods. Low crime or so I think. Close to

downtown. Potential for new businesses and restaurants at brewery and hopefully new breweries. Also looking

US Dept of Justice when they investigate TPD.

Making sure that bussinees pays for growth, dont want to end up like Seattle.

Good school district. City government promotes community involvement. Holidays are appropriately celebrated

(flags on display, etc.). Streets and city landscaped areas are maintained. Most city employees are responsive to

The schools are what really identify Tumwater. It would be great if it had another identification but the schools and

football are still it. I think the looks of the city hall and the fire station are an asset. Tumwater's mayor and city

Local businesses

Tumwater Falls Park. The Deschutes River Valley ecosystem.

Safety, natural spaces

Library, school system, good sidewalks, bike lanes, retail stores.

Large public parks; Deschutes River Valley.

Small town feel. Easy to engage in conversation about the direction the town should go in reference to the brewery

plan and making Tumwater more pedestrian friendly. Easy to get to shopping areas. Pretty quiet in my

sound city government, small town characteristics

Parks, recreation activities, proximity of shopping, jobs, low crime, good police presence, active city staff, good

Small town feel with access to big city. Neighborhood involvement

Nice quiet neighborhoods.

Modest size with good shopping. Most areas have relatively new structures. Close to I5 and 101.

There are so many! Tumwater feels safe. It feels like a small town community. We love living here!

Good schools, small town feel but bigger town amenities, feeling of safety, neighborhood has retained it value,

Community Events

City Parks

Walkability

Schools

Community

The people.

The long standing, responsible, contributing citizens of Tumwater.

Easy location on I-5, proximity to other locations, convenient shopping

The history

nnot the building dept. thats for sure

City government - clear vision, safety

Feels small

Friendly people, good schools, nice parks.

Beautiful parks, nice bicycling, nice trees

Freeway access, low crime rate. Decent schools

Natural beauty, untouched areas, parks, etc. I hate the new hotel on Capital Blvd. That strip was so pristine.

Pioneer Park, Barclift Park, the Falls, 4th of July festival, safety, planning public involvement efforts

Schools, sense of family/connection/small town, engaged city council, sustainability and variety of small

businesses and some industry (around airport), local access to nature, proximity to ocean/mountains

Public service employees. Best police department in the state.

Beautiful views and small town atmosphere.

Still has somewhat of a small town feel

Capital blvd.

trees, architecture, brewery river, open space

Room for growth and improvement.

A small town atmosphere with proximity to larger cities and a wide variety of recreational opportunities.

Business owners who continue to try and succeed in this town. Schools.

small town feel yet close to bigger urban areas

I like the hometown-ness feel of Tumwater. I like that it still has older homes that are affordable. The shopping is

Decent middle income housing stock

Good mix of small local businesses & "big box"

Freeway access

Connectivity to Olympia

The Brewery and Tumwater's history. Keeping with this theme in developing new buildings, especially within what was considered the middle of town, will keep the small town homey community feel that made us fall in love with

Small town feel

n/a

Parks

its close to everything. you don't have to drive very far to get what you want

One is the brewery which has a great deal of untapped potential. The Deschutes River is another.

The area around the brewery, and City Hall

parks and history....neighborhoods

Some neighborhoods are nice. Relatively easy to find goods and services nearby. Affordability.

potential for development of Brewery District via proposed draft plan

Small town feel, but close to larger cities and recreation. Central location, access to I-5. Approachability to city

Small town atmosphere and access to city services

Good location relative to I-5 corridor, very good city government, friendly people, good recreation opportunities

reasonably close and great potential for developing additional recreation opportunities within the city.

Tumwater Falls Park

Potential for a downtown in New Market area

Pioneer Park

Safe neighborhoods

tumwater schools.... fire dept...

Safe, good access to transit, overall look of a place where people care about their neighborhood

Greenery.

Quiet neighborhoods, just enough commercial.

Access to the Freeway to go to Cities with actual cultural and entertainment opportunities.

Great place to garden and sleep.

Quality of living.

Great people who have lived here a long time. Good mix of residential and commercial.

Tumwater Falls Park, and its other parks.

History of the city

The great schools

The Police Department

Still a comfortable place to live in. City like with a country feeling.

The beauty and trees

School's

Tumwater Falls, good shopping choices and awesome police department.

The beauty and safety of the community

I love that Tumwater has that small town feel.

Parks and it's schools

Shopping area of Trosper Rd.

Small town feel, measured careful growth and good business building environment.

Not too crowded with either businesses or homes.

Bedroom community to the capital - perfect distance between Portland and Seattle

### Retail grocers

no smog, comparatively not bad traffic although it is getting bad in places, activities-4th of July and other holidays, Good location for commuting to work, beautiful area.

Tumwater Falls park, Brewery District and old homes/neighborhoods (history!), proximity to I-5.

### Parks

Golf; Brewery when developed; nice library (prefer over downtown Olympia)Costco, home depot. Roundabouts on its bigger city amenities with a small city feel

the location near mountains and water

Lots of parks and the brewrey

Quality schools and a city government that actually has a plan, unlike scatterbrained Lacey.

Shopping is good we have almost everything you need, but traffic is getting out of control. A few days ago at the corner of Littlerock Rd and Trosper making a left hand turn from Littlerock to Trosper I waited through 4 arrow

Tumwater Hill and nice parks

Schools, outdoor recreation and parks, state jobs, restaurants, resources for those in need, Tumwater falls and Nice Parks.

the spots around the library are pretty

Small town. Safe.

The falls and parks

Good bowling center. Parks and rec department is fantastic. Good schools.

Parks - Outdoors - Natural Beauty

Small Town Feel

Good accessible shopping and community events

Government services - police - fire - safe

History and potential for redevelopment and local businesses

Schools

Neighborhoods - Community

## Worst Problems

The older neighborhoods are low on the priorities. The drug dealers and criminals seem to be ignored. I feel like Crime.

Based on our experience the problems do not appear to be insurmountable. Long time locals complain about poor roads, overhead wires, traffic at Trosper/capital

Lots of plans for infrastructure improvement and redevelopment, but not enough funding.

Roads. Few restaurants or coffee shops. Traffic at Cleveland and Custer.

TPD.

No Community Swimming pool and the roads are starting to fail

One of the things I have noticed is a number of homes that are simply uncared for. There is one house of which I am aware whose roof is covered with moss (and someone still lives there). And there is another house of which I

The tacky looking businesses on Capital Blvd between Trosper and Israel except for a few exceptions. I also consider Walmart a problem but that is a personal issue and I know it brings tax revenue and it actually looks

No more box stores

A lot of housing but very little worth walking to. Very few interesting locally-owned businesses or public art.

Everybody drives to shop at big-box stores, even though the stores are within walking and biking distance. All the

Lack of sidewalks, especially connecting neighborhoods near schools, development in wetland and wooded

Getting rid of the retail signs in front of sidewalks on Littlerock road, especially across from Costco and Walmart.

Sprawl and annexation of rural areas. Need to reduce the size of the Urban Growth Area

Lack of recreation areas, no roller rink, swimming pool, no recreational center. Would be excellent if Tumeater would earmark some money towards buying empty lots and turning them. Into community forests.

too many houses - WALMART!!!!

Major roads and some older neighborhoods streets need repaving; activity center needed on west side of

Tumwater; access to park system by safe trails is needed. Not enough sidewalks on major streets like Trosper.

roads are needing improvement, but that is a work in progress



Growth that does not  
have good roads to service all  
the new people. All of these new houses  
need bike lanes.

We need sidewalks!!

Access to other parts of the City due to the freeway split, wet lands and steep areas.

Probably some of the streets being in disrepair.

Traffic on trospen road from little rock to Capitol way. The old brewery property. Trospen road not safe for

Traffic Problems @ Intersections

Brewery Building Sitting Vacant or Brewery Site Not being used for anything--it's an eyesore

Pocket gophers

Not business friendly.

Ease of permitting for commercial projects.

Tumwater used to be a nice clean place to live. Now with all the subsidized housing, the homeless and places like Motel Six and Shalamar there's too many people living here that don't contribute and bring the city down.

Make something happen at the brewery, too little diverse housing, need places to be/events/activities

Lack of police presence

The building dept. VERY< VERY un business friendly

Pedestrian and biking access

Traffic & Access in and out of businesses on Capitol blvd

Road conditions, lack of contiguous bike lane/walking paths, lack of variety in shopping and restaurants (too much

Increasing cost of housing

Expensive housing, property. Vagrants/signers. Rough roads

Homeless, lack of restaurants, no grocery store on opposite site of freeway. A Whole Foods would be nice. Once ugly commercial corridors, excessive commercial signs, limited traffic routes, inadequate bike lane routes,

inadequate bus service, commercial areas are too car-oriented at the expense of comfortable walking or biking

No large tax base, no community pool(!)/fields/rec center, some roads in terrible condition, lack of a "city center"

Lack of businesses. Need more restaurants. More revenue.

Low-level property crimes, residential crimes, and not business friendly.

Some of the run down business/bldgs in Capitol Blvd and the growing amount of homeless folks

Some lighting problems. Sidewalks need to extended out to black hills HS. More parks and baseball fields. Capital lack of dog parks, too much concrete and little walking gathering places, little food along tumwater blvd., no sense of community places, with walking connections, and places for families with out children but with dogs. community Stagnation and lack of vision, direction, and momentum.

-Roads need updating to accommodate additional traffic, pedestrians and bicycles.

-Housing developments are going in that are too large and impersonal and are drawing homeowners away from Inept council and management, increasing tax rate, horrible roads, truck traffic, traffic signal timing, decrepit brewery, traffic management, overpriced fire and police services, military helicopter traffic, buying property the it is so badly divided by freeway. brewery property is a terrible eyesore and blight, but it is in the middle of a There doesn't seem to be a center to Tumwater. We don't have an "IT" restaurant (and by this I do NOT mean a corporate restaurant). But then, we don't have a CORE so how can we attract enough patrons?

I'm in the proposed annexation and I am afraid of what will happen to my light industrial land if it is annexed.

Desire for economic growth encroaching on neighborhoods

Homeless encampments

Commercial areas "sea of pavement"

Trospen/Capitol intersection

Drugs, Gangs,

Brewery, traffic, lack of downtown, walkability to parks, inconsistent development (old and outdated buildings) services

Brewery is empty

roads/traffic lights

Lack of a defined downtown.

Unkept neighborhoods and allowing new developments in already overcrowded neighborhoods.  
 brewery, traffic at intersections on Trosper  
 Traffic during rush hours. Strip malls without any design standards. Many parts of Tumwater appear depressed and provincial, without any of the quaintness of small towns. Garbage (e.g. Fred Meyer parking lot, entry/exit property crimes  
 lack of people/pedestrian/bicycle friendly businesses, architecture and roads  
 Growth and roads. Is Infrastructure keeping up with growth?  
 Non-use of brewery property; traffic congestion along bottleneck of Capital Blvd.  
 Poor interconnection of parks and open space, lack of public recreation facilities such as a community  
 Lack of diversity and originality.  
 Congestion at littlerock/trosper/capitol  
 No neighborhood centers  
 Not very pedestrian friendly  
 Need more good restaurants  
 Stop with fast food resturants..... to many houses... to much taxes... fix kirsop road swamp  
 heavy traffic on Cap. blvd, crosswalks need a few more seconds on "walk"- I actually witnessed an elderly person with a walker having to run at Cap./X st. Lack of neighborhood-friendly businesses on Cap. blvd (it was a shame  
 No jobs.  
 late night crime  
 No professional baseball team.  
 Lack of north/south traffic capacity. (Littlerock rd/Capitol blvd.)

East bound Trosper onto northbound I-5  
 There are a few road connections that could make getting across the valley more efficient. Condition of some  
 Residents cannot have bonfires in their yards.  
 The city is very run down there are no beautifully kept neighborhoods in the city. There may be a house or 2 that  
 Not a lot of sidewalks. Some of the schools need to be updated (THS, PGS, TMS ect..)  
 Transients and roadways  
 traffic  
 The Police Department  
 The roundabouts. Too much traffic.  
 Poor traffic congestion Littlerock Rd/Trosper Rd and Capital/Trosper and Custer/Cleveland. Need a roundabout or  
 traffic light at Linwood/S 2nd Ave. Need more officers patrolling. One medium-high priority event utilizes all of our  
 Capitol Blvd traffic  
 We have almost no sit-down restaurants. I'd like to see a Old Spaghetti Factory and IHOP over here. Also a 24  
 hour restaurant like Denny's or Shari's would be . Another thing is that the roads are terrible. Especially Capitol  
 Roads and lack of sidewalks  
 lack of dog park  
 crime seems to be up.  
 Some crime issues that need to be cracked down on. Don't want the homeless camping in our public areas. It  
 makes for uncomfortable confrontation and nighttime concerns. Development at the brewery needs to be  
 Lack of bike/pedestrian lanes and street quality.  
 unable to allow kids off block due to lack of sidewalks and busy streets  
 Too divided by I-5 corridor  
 some of the jobs the city does could be done by volunteers or low paid people, while the more technical work  
 could be paid more attention to by the city staff. (mowing the lawn by the airstrippers by a \$35 an hour person  
 Vacant / unused brewery buildings.  
 The roads are very bumpy. Traffic in the Brewery area can be very bad during peak traffic hours. Also, the  
 disjointed nature of Tumwater does not give a sense of place. It's almost as if there are three centers to Tumwater  
 Road conditions have been horrible for years, not being upgraded even though thousands more vehicles on those  
 Undeveloped brewery; not a lot of restaurant options that aren't overly pricey and stay open after 8 (that aren't fast  
 food). No night life or live music options that I know of. no "shops" like downtown Olympia; Not sure where the  
 trosper/capitol intersection traffic  
 i5/trosper traffic

The high cost and excessive regulations with regard to having a business and upgrading or building a home.  
 no sidewalks  
 Locally owned businesses seem to be failing, driven under by big-box competitors.  
 Traffic too much of it.  
 Crime and roads  
 Beggars on streets, transient population allowed to gather at library, stores, street corners. Also prowling in  
 Lack of shopping/dining/walking.  
 To get traffic moving in the tight spots.  
 weird suburban sprawl  
 Growing too fast. Noise.  
 Meth Magets  
**CRUMBLING HORRIBLE ROADS!!!!**  
 Not enough family activities. Too many fast food restaurants and not enough casual dining options. No real

Traffic and road conditions -lack of connectivity - more bike lanes and sidewalks (22)  
 Lack of Town Center - Opportunity for redevelopment of Brewery  
 Too much fast food - more diversity in restaurants and locally owned businesses  
 Lacking a Community Rec Center - Swimming Pool

## Most Pressing Issues

Controlling growth so it doesn't happen too fast for the infrastructure  
 Crime.  
 Taxes and special assessments are too high.  
 Adequate funding for parks  
 poor roads  
 Updating infrastructure to help bring more businesses that make people want to stay and spend money in  
 Traffic at Cleveland and Custer and streets in general.  
 TPD.  
 Traffic on Capitol Blvd  
 I would like to see ALL of Tumwater be a desirable place to live. Some homes and/or neighborhoods need  
 Street Maintenance, city center identity, tax revenue, Capital Blvd business improvement. Tumwater also needs to  
 be more than its schools. It needs a city or community identification. Must connect with newest citizens, not just  
 City budget. The insane belief that endless growth and development will somehow create a more environmentally  
 Traffic on side streets  
 Cleaning up Capitol Blvd retail stores and managing types of new retail stores. making sure signage of the retail  
 Traffic volumes on Capitol Boulevard. Need bike lanes and measures to move traffic onto I-5.  
  
 Confused city boundaries with Olympia in the Carlyon North area; everything north of North Street should be  
 Turning the brewery into a go to place for multiple recreation activities as well as having small local businesses  
 fixing the roads  
 Public safety is always important. Keeping the city clean too. It would be nice to see less beggars in the shopping  
 We need sidewalks!!  
 The rate at which it is growing with the need for more connection between some parts of the city and more  
 Streets  
 Developing the brewery property, maintaining/supporting middle class families,  
 Brewery--Do something with it or tear it down--expand Tumwater Falls Park  
 Traffic Congestion  
 Infrastructure, roads and utilities.  
  
 Pocket gophers  
 Traffic flow. Undesirable people living here and not respecting the community.  
 Brewery, bring in some good development, maintain the streets and parks, being a place/not just a place to live  
 Traffic

We could use more walking trails and park for dogs.

Being easier on small businesses. Stop making so hard to develop our own property

See 11 answers above.

Being overtaken by big box corporate stores. Losing local flavor/character

Retaining green space as development increases.

I am not sure, I have not lived here long enough

Signers/vagrants. Expensive housing

Homeless and the brewery. Divide up the Brewery property - park, art studios, condos, shopping on one side and commercial design; require landscaping retrofitting for any improvements or repairs to existing structures; enforce sign regulations, get rid of the excessive temporary signs and hanging banners; is the water supply OK? prioritize Road improvement and need for sidewalks along major roads leading to elementary schools and/or major parks; we need a pool!!!; we need to develop a bigger tax base around the airport (make us the next software developers

Need more businesses

Fix the roads

Fill in the brewery

Take a look at ways to make Tumwater more business friendly and economically competitive with Lacey.

The homeless people on the streets makes it feel not as safe as it used to be

Road fixing.

land use/residential growth, cryptic land development, lack of corridors, and wildlife habitat within the city and

Developing the local economy.

Safety for pedestrians and bicyclists in more "rural" areas of town.

GETTING PEOPLE TO SHOP AND SPEND MONEY IN TUMWATER, RAISING RETAIL TAXES. BUSINESS IN TUMWATER CONTINUES TO DIE!!!!!!

traffic. The traffic on Capital Blvd, Cleveland, Custer. It is the main way our area accesses the rest of Tumwater and the larger commercial areas of Olympia's west side. A roundabout at Capital/Custer would NOT be No core. There's a state agency area. There's the old "Shop Rite" area. There's the Costco/Wal-Mart/Home Depot/Fred Meyer's area. There's the city offices. Not to mention the golf course/Tumwater Valley/River's Edge.

We need something that ties it all together!

I also hate that the brewery is going to waste!

How to invite new business without impacting neighborhoods

Preservation of property values in existing neighborhoods

Traffic bottlenecks

Pavement condition

Drugs, & gangs

Creating a defined "town" - development has been haphazard and inconsistent, reducing state employee traffic crime

Fixing roads

streets / road repairs with sidewalks and bicycle lanes

More housing varieties would be a benefit. Homelessness is a growing problem which also relates to housing

Keeping the overall quality of life in Tumwater the best it can be.

Evolving into a quaint safe town with good jobs, good parks, and a great government.

funding to fully develop brewery district plan

Keeping its own identity (from Olympias)

Transportation

Growth - Zoning

Find use for brewery property, repair of existing roadways, adding east-west passages across I-5

Attracting revenue generating business and investment. Helping needy and homeless. Definition of downtown core, connection of public facilities and parks with a system of bike lanes and sidewalks, modernizing street

Traffic congestion  
 Should be more pedestrian friendly  
 Need more shopping centers spread out  
 Develop brewery district  
 Make capitol blvd more inviting  
 bring more family sit down restaurants... fix kirsop road swamp...stop building so many houses... why do i have to  
 Cap. blvd is a mess when state workers go to lunch or off work. Need a bike lane or something between them and  
 people on sidewalk. But please don't direct traffic down Elm, that would be awful for the neighborhood (lots of kids  
 Jobs.  
 Crime; a vacant brewery complex  
 Business district on Capital Way is shamefully tacky.  
 Street repair and increasing traffic capacity. Stop putting in landscaped medians and roundabouts that cost money  
 Road maintenance, re-development of the brewery and the brewery district  
 Nothing significant.  
 road improvement  
 Transients and roadways  
 roads need more family restaurants and things to do.  
 Roads  
 Traffic congestion, more staffing for police and Fire.  
 Better roads, sidewalks, bike lanes. Needs more big name family restaurants  
 I think the most pressing issue is providing better roads, more shopping and restaurants.  
 There is no activities or events for professional young adults that are not married.  
 Traffic improvements  
 Brewery development, infrastructure updates, safety issues.  
 Lack of identity.  
 traffic - specifically trooper between capital and 2nd avenue  
 developing the west side of the I-5 Corridor. Eliminating the residential between Little Rock road and I-5. At the  
 We are going to be taxed for roads for just Tumwater. What is going to happen in Lacey or Olympia or West  
 Need E street extension.  
 Transportation, sense of city center or multiple centers. Connecting the three centers via Capitol way. Repeating  
 architectural features, more pedestrian friendly Trosper Rd area. Repaving the main roads would go a long way.  
 Roads, cookie cutter houses/apartment complexes continue to be built even though there is plenty of housing  
 Traffic issues at Custer/Yelm Highway/North. Just awful and worse with Briggs development. Neighborhood crime  
 seems to be up; drug use and finding remnants of same on neighborhood streets. Very disappointed in lack of  
 traffic congestion  
 restaurant and more diverse shopping  
 nothing  
 too much growth too fast Roads can't accommodate the heavy flow of traffic  
 The increasing population growth without sufficient city planning to keep up with it  
 Lack of police presence in neighborhoods; rental and low income properties that are allowed to degrade and lower  
 Everyone leaves Tumwater after 5pm.  
 Get the brewery area developed.  
 see #11  
 Needs a fireworks BAN. Needs actual enforcement of rules regarding fireworks until a ban is in place.  
 Taxes too high. Too much money going to schools.  
 CRUMBLING HORRIBLE ROADS!!!!

## Top Priorities

Live within revenues. Prioritize services and reduce/eliminate those without appropriate cost/benefit. Focus on  
 Maintain the quality of customer service to citizens.  
 Road improvement, parks improvement

Redevelop the brewery and infrastructure (roads, bike lanes, sidewalks) around the brewery.

Update capital way.

Ensure that new development includes paths for people and bikes to allow people to move through the community

Roads. Traffic volume. Use of brewery property and buildings.

Cooperate with DOJ investigation.

Roads, Traffic control and too many people

1) Provide informational resources for those homeowners whose living conditions are sub-standard.

2) If land developers have unlivable (and non-historic) buildings on their sites, require that they be torn down and all debris removed.

1. Bringing together a sense of the entire city with its citizens. 2. Maintaining and lining streets for better use and

Roads, fire services, environmental protection

Protect the Deschutes Valley ecosystem. The valley has the potential to be an amazing wildlife area. Instead the

city plans to punch roads and trails and other infrastructure (storm water facilities, million-gallon water reservoirs,

Cohesive downtown core; tear down brewery, less clear cut developments

Protect the natural environment.

Reduce sprawl and bring in the UGA Boundary

Create a policy to install bike lanes whenever major roads are resurfaced.

Abolish the B and O tax and replace it with a flat tax.

Raise the min. wage to 15.00 an hour.

Entice small businesses to move into Tumwater by having tax incentives.

limit growth of big box stores

develop small businesses

do something with the brewery - develop as shopping/dining area???

Ensure public safety; ensure basic services; provide community activities.

Stop the growth until

we have better roads for

new developments.

We need sidewalks.

WE need bike trails.

Improved road structures and access between areas.

Additional freeway access to relieve congestion between Trospen Road and Tumwater Boulevard.

Expansion of the park structures to areas without them.

Promote development of brewery property, maintain high public safety, address traffic congestion

1. Doing something with the brewery

2. Replacing Intersections with round-a-bouts

3. Increasing green spaces (more parks & trails)

Bring in businesses. Become business friendly.

Infrastructure maintenance and construction.

Address the undesirables. Fixing traffic issues. Cleaning up road frontages to make the look nicer and more

Brewery, maintain things, make it a cool place to live

Get the Olympia Brewery sold and developed.

Road repair.

More higher end restaurants.

Walking trails

Dog Park

Parks in general

up grade the most dangerest road. Trospen RD. no street lighting, no bike lane. No sidewalks

1. Have a pedestrian and bike friendly, accessible downtown area

2. Create local destinations attracting locals and tourists

3. Fix traffic flow on Capitol blvd between Tumwater Blvd and Trospen Rd

1. Fix the roads and related infrastructure (sidewalks, bike lanes/walking paths).
2. Protect and enhance green spaces for recreation and wildlife habitat.
3. Bring in more businesses, with the top priority being better quality restaurants. Capitol Blvd. looks a bit like a strip mall. Keep the "rails to trails" ideas for creating new bicycle/pedestrian trails, Increase opportunities for senior citizens to Vagrants, housing, roads

Brewery, Homeless and protecting areas like the Capital Blvd green strip and other areas of beauty we have that

1. bike and walk facilities; generous and comfortable network city-wide
2. enforce sign regulations (reduce the excess)
3. Make Tumwater Beautiful: retrofit landscaping on existing commercial properties; incentivize with free ads on the city's website, and enforce via mitigation for grandfathered non-conforming design when any permits are Sidewalks along major roads, especially as they lead to elementary schools and parks; a pool; build tax base Businesses

Roads

More officers

1. More business friendly to attract and retain good businesses
2. Reduce the amount of property crime
3. Add family friendly services and programs

Road fixes. Better lighting. More recreational facilities.

environmental, wildlife, greener, priority development in and among development, same for community, connections to food, play, relaxation, that is sheltered, interconnected, nurtured, lighted, with trees, water, Increasing the budget.

Increasing small business opportunities.

Developing areas to jump start economic growth.

Emergency services,

Increased traffic flow and safety,

Better community identity that showcases Tumwater's history and advantages.

Lower retail tax to get customers to shop here so my business can survive and the city has income besides property tax and grants... Replace all city council members and management, stop hugging trees and supporting safety

environment

good schools

1. Giving it an identity
2. Keeping the "flavor" of Tumwater the same (home town).
3. The Olympia Brewery land!

Brewery redevelopment

Capitol corridor improvements

Trospen Capitol to Littlerock Rd. bottleneck

Create a Downtown, remove the blight that is the brewery, improve traffic

less taxes

better crime control

less government control over people

dog park / roads / sidewalks

homelessness, environmental stewardship and economic development.

Clean water

Improved streets and roads

Improving the looks of the brewery

get rid of the brewery

sell the golf course

build no more apartments

Revamping areas that have a haphazard strip-mall look.

More businesses and jobs.

Keeping education paramount.

1. Fully implement Brewery District Plan.

2. Make accommodations for smaller houses (micro houses 300-800 ft) on smaller lots in planned communities with shared common space (garden plots, shared tools, green spaces)

Growth and planning

Community involvement

What can we offer to draw visitors to our city?

Road improvements, business growth, traffic flow improvements

1. Attract investors and businesses that foster planned development consistent with the comprehensive plan.

2. Continue efforts to provide bike lanes and improved sidewalks, linking parks and open space whenever possible.

Make it more pedestrian friendly with neighborhood centers

Work to clear up traffic congestion

Develop brewery district

Fix Kirsop road swamp..... add family dining restaurants.... stop with all taxes...

Keeping/making the neighborhoods safe and walkable

Encourage/require (I know, not possible) all those State workers to use routes other than Cap. Blvd to get to the freeway

Jobs.

Lower summertime and late night crime activity, doing something with the Old Brewery that doesn't add thousands of vehicles onto North Street during rush hour, and doing all of these things within the current budget (not raising

Get a professional baseball team for the brewery warehouse area.

Redevelop business areas along Capital Blvd.

Build trails and link them to other County trails.

Improve roads/traffic.

Continue to improve economic opportunities.

Sell the golf course.

1. Brewery re-development

2. Road maintenance

3. Capitol Blvd. corridor

Preserving the Tumwater Falls and Brewery properties, preserving the Parks and maintaining the family-friendly

1. Better diversity of opinion on the city council 2. Improving roads 3. Creating a pride in place

1.) Add more shopping places and stores

2.) Add and Enhance Sidewalks

3.) Protect the environment

Fixing the roads. Cleaning up the transient city and businesses on Lambskin and Joppa. Eradicating transients traffic control

more recreational activities

family restaurant

Police, Streets, jobs

More officers, staffing STA T-2, resolving traffic congestion problems.

Restaurants, Shopping, Roads

Dog park; improved bike paths; preservation of existing parks

New living, shopping, and draw for better restaurants.

Brewery development, safety and measured business growth.

1. Increase transit options (bike lanes, buses, metro)

2. Increase restaurants (other than fast food)

3. Give the city an identity

Traffic revisions and sidewalk issues as mentioned above. Begin development on the brewery campus so the city



## Increase Revenue

Rezone all of the property between Home depot and Israel road to be at a minimum mixed use.

Supply water service to all property within it's City Limits

1. joint, better bus system or transportation system
2. re-organization of what city is responsible for and what they can delegate and do more of
3. making it easier and less costly to have a business in city

Continue working on redevelopment of brewery properties, E street extension, need more work on development /

1. Improved traffic/transportation for cars and bicycles. Express bus line similar to Olympia Dash that runs the length of Capitol way. Fast connection from Airport to Oly Farmer's Market.
2. Creation of civic centers/outdoor spaces (similar to Olympia downtown fountain) that brings the community of Road improvement

Development of Brewery-Attracting buyer. Benaroya would have been amazing to have revitalize.

Fix major traffic issues at Custer/Boston;North/Cleveland and Yelm Highway.

attracting more restaurant options/fine dining; sports bar?

traffic

continue commercial growth

north end improvements

LESS attempt to do social engineering and control of every aspect of life here, lowering costs of living/residence and business, and getting rid of excessive, unneeded regulations regarding environment

sidewalks

Develop Capital Blvd. better

Integrate new annexations into the city.

Widen shoulders/add bike lanes to trunk roads around the city - such as Trosper, South end of Henderson.

Ease traffic congestion

Stop fire works and selling of fireworks

Get ahead of the population growth by developing better roads and interstate access, increasing police officers, Environmental planning and forward thinking in urban developments; crack down on petty crime and prowling;

1. get traffic moving better in the tight spots.
2. paving - the roads suck!
3. develop brewery distrist.

Unite the downtown area, have a downtown area

Fireworks ban and enforcing noise ordinances.

More locally owned businesses and restaurants.

More thirty spending on schools.

**FIX THE CRUMBLING HORRIBLE ROADS!!!!**

More variety for dining.

Do everything in the city's power to something with the old Olympia Brewing Company.

Re-open or repurpose the brewery.

More locally owned, non-chain restaurants (similar to downtown olympia).

Create more common spaces for residents.

improve roads - reduce traffic - connectivity, biking, walking, transit

Redevelop/Re-purpose Brewery

Parks - Outdoor Recreation - Green Space - Natural Environment

Jobs

police, fire, emergency - safety

diversity or more options in housing and commercial

## Share Your Vision with Tumwater - 2016 Responses to Utility Bill Insert Questionnaire

Number	Vision for Tumwater	Goal				Vision for My Neighborhood	Goal				If I could change 3 things	Goal			
		Transportation	Housing	Economic Opportunity	Neighborhoods		Transportation	Housing	Economic Opportunity	Neighborhoods		Transportation	Housing	Economic Opportunity	Neighborhoods
1	More walkable and bikeable neighborhoods with small business clusters.	x			x	A few more businesses like Vic's and Spuds with a neighborhood bar and bigger coffee shop.			x		1.) A business mall at old Brewery. 2.) Streets devoted as bike lanes with only local traffic. 3.) Trolley cars down Capitol Way.	x		x	
2	A thriving modern city with the friendly small town feel that promotes local businesses.			x		A safe and friendly place to live.				x	1.) Change the street lights to bright LED lights. 2.) Add sidewalks and street lights to Dennis. 3.) Improve Capitol Blvd including a barrier between North and South at Starbucks (south of Trosper) to stop illegal left turns from the North. That is a dangerous traffic problem that	x			x
3	The Brewery as an Arts and Crafts school			x	x	Finished sidewalks, not patch work	x			x	1.) Protected bike lanes 2.) wider sidewalks 3.) gathering places outdoors	x			x
4	Pretty, flowers, roundabouts (too many people run red lights), give Starbucks people tickets when they block traffic	x			x	I would like to be able to put up a sign for my business on Capitol (Corner of x and Capitol) "Salon X". Thanks (church has one)			x		None				
5	Thanks for the opportunity but I have no helpful comments at present					Nice photo					None				
6	Less traffic congestion, fewer state buildings, fewer apartment buildings	x			x	Sidewalks, better paved streets, no trailer parks	x			x	1.) more traffic lights 2.) less round-a-bouts 3.) better paved streets	x			
7	Economic prosperity, an easily accessible "downtown" region		x		x	Side walks, higher home values, higher police patrol	x			x	None				
8	Safety and beautiful community to raise children and enjoy life				x	Walkable, playable, safe place	x			x	1.) More lights on pathways 2.) controlled parking 3.) More family gathering environment (waterpark?)	x			x
9	None					None					1.) Ban fireworks 2.) make glass recyclable with the other 3.) do something with brewery			x	x
10	The area of Brewery developed. Lots of shops, restaurants, coffee houses, yoga studios etc. at Custer and Capitol			x		More integration with my neighbors				x	1.) More shops and activity so I don't have to drive to Olympia 2.) Yearly block party with my neighborhood			x	x
11	Traffic is unbelievable year round especially Trosper and Little Rock intersection	x				Bus stop - nearest is 3 miles!	x				There is no cohesive downtown area to walk around, shop, family walking area like pictured			x	x
12	More local private sector jobs and business, some clean manufacturing for example, focus on efficiency and smooth licensing and permit processes			x		Better lighting in neighborhoods, more community events	x			x	1.) improve attitude towards private sector jobs 2.) help taxes be more moderate 3.) work with state to improve mental health public services			x	
13	Stop building all the apartments and homes so close together, you have wrecked				x	None					Why is my water bill so high? All this building it should be lower				
14	Recruiting private business verses expanding state office space. We need more private investment!			x		Safe neighborhood with repaired streets	x			x	Deal with the increasing homeless, panhandlers in Tumwater		x		x
15	1.) Traffic flow improvements 2.) a family restaurant 3.) more street patrols in neighborhoods	x		x	x	Replace the storm drain at the corner of Elm and V Street, it was paved over a couple years ago.	x				Traffic flow into Starbucks, I've seen three collisions there since December 1, 2015	x			
16	Upgrade Trosper road to the West from power station right along side powerlines to Black Lake	x				[Illegible] put around about E Street Kaiser Road south of Black Lake road with [Illegible]	x				1.) Buy old Railroad Right of Way, make it limited access road, Access every 1/2 mile, tie to Black Lake Road to West [Illegible]	x			
17	None					None					Put Utilities underground along Capitol				x
18	Reopen the Brewery for Micro Brews (off Capitol)			x		Keep it clean/street cleaners, no Homeless people in the streets, more music events to help		x		x	1.) Fix holes and cracks in roads 2.) Fix traffic jam at intersection North and Cleveland	x			
19	Clean it up!				x	Power wash bridge over Deschutes River, looks bad for 10 years				x	Replace all signs around the Historical District, missing letters on signs for over 10 years				x
20	None					None					Asphalt complete St - 690 Pioneer St SW instead of small part	x			
21	Pedestrian friendly, well lit atmosphere	x			x	Small shops, walking paths, more bike lanes	x		x		Add a road from Tumwater Valley to Yelm Highway - bi- passing Custer Way	x			
22	An actual walkable town center with local small shops	x				To remain quiet and single family units				x	1.) Remove all the big box stores 2.) remove the cheap housing apartments 3.) remove the chain across the fire lane entering my			x	x
23	A vibrant community providing well run and maintained [nurturing?] government services, economic opportunity, and a healthy environment			x	x	Start thinking about numerous transportation options. Maintain great mixed use of area.	x			x	1.) Fix Cleveland Ave bottleneck 2.) Fix traffic 3.) Fix and [Illegible] roads make [Illegible] A free city Wi-Fi (muni Wi-Fi)	x			

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24	More bike lanes, more upscale restaurants, brew pub	x		x		None					1.) Fix the roads 2.) More lighting at crosswalks 3.) Where is "downtown" Tumwater?!	x			x
25	More local shopping, small cafes, [lose or love?] the new look Capitol Blvd near Nisqually Golf Course			x		Brewery neighborhood, more bike/pedestrian friendly, coffee shops, brewpubs	x		x		Clean up Capitol Blvd Trosper to Dennis St - reminds me of old 99				x
26	Smooth Transportation	x				Safety				x	1.) Add Police 2.) Expand Library 3.) Expand				x
27	Continue to be a friendly, quiet, walkable, bikeable community with small locally owned businesses	x		x	x	I love our neighborhood! For the most part, it is safe and quiet with good neighbors. The only exception is traffic speed, I'd like to keep our neighborhood safe and quiet.	x			x	1.) Get rid of Walmart. 2.) Continue improving pedestrian and bicycle infrastructure. 3.) Improve intersections at Trosper/Littlerock Rd, Trosper/I-5 Interchange, and Trosper/ Capitol Blvd. They are so congested and dangerous, not only for 4-wheeled motorized vehicles but also to motorcycles, bicycles, and pedestrians. Coming out of Fred Meyer gas station and the area around Starbucks on Capitol are horrid. We have lived in Tumwater for many years. We love our little community for so many reasons. Don't particularly care for the litter and traffic that new development is bringing in. Really hate to see a pretty town crapped up with garbage and congestion and acres of parking lots. We understand the revenue piece and sincerely hope the quality of life for residents will outweigh the considerations. Thank you for considering my thoughts and	x		x	x
28	Different incomes and racial diversity but overall middle class		x		x	Safe and clean, less junk in yards, good schools				x	1.) Reduce noise from freeway 2.) help the homeless - get them jobs and homes		x		x
29	More nightlife opportunities, concert venue for summer concerts			x	x	None					1.) Add more parks 2.) Plant more trees along Capitol Blvd 3.) Add landscaping along Capitol Blvd and Shell St.				x
30	Fiscal Conservative budget, safe community, great educational system				x	Community tolerance, involvement and upkeep				x	1.) Fix the Brewery situation which appears to be starting. 2.) Increase police and fire			x	x
31	Try to retain small town feel				x	It is an inviting place to live, property values maintain, I live in area with convents [?]				x	1.) Get rid of ugly state office buildings 2.) improve traffic flow 3.) decrease crime	x			x
32	To retain the small town atmosphere - yet with convenient parking, emergency medical, library, etc.	x			x	Love it as is					None				
33	Trosper Rd needs sidewalks down to city limits	x				Across from Lakeside Estates - clean up [Illegible] property fence and all				x	New road surface on Trosper rod to city limits!	x			
34	Demolish abandon houses, no more hotels/motels, do something with Brewery			x	x	Cut down scotch broom and wild grass that overs sidewalks, no more traffic circles!	x			x	1.) Add bus service line Henderson and Tumwater Blvd 2.) Make direct route (road) from I-5 area to Yelm Highway - Henderson 3.) More sidewalks and bike lines	x			
35	Preserve some woodlands, to keep rural areas from being completely squeezed out by high density housing developments				x	Bike paths to enable safe biking from Black Lake Belmore road to the Fred Meyer Linwood Trosper intersection.	x				1.) Ensure that forested buffers remain/return between developments 2.) Reduce power outages during windstorms 3.) slow the pace of high density houses!				x
36	To have the Old Brewhouse refurbished and made into a pleasant shopping area			x	x	A pleasant community location with good safe housing, good public transportation	x	x		x	1.) The 2 Tumwater breweries would be up [Illegible] 2.) The parks would include more historical cites 3.) more parks			x	x
37	Remain a friendly, diverse small city with superior government, planning, environment, social life and arts and education				x	Friendly, diverse, clean, safe, aesthetically pleasant, quiet				x	1.) Assist redevelopment of Brewery 2.) Improve local economy 3.) Create jobs for young and old alike 4.) Plant more flowers or flowering shrubs and trees			x	x
38	Clean, well maintained streets	x			x	We've seen a lot of improvements in Tumwater. Keep up the good work!					None				
39	That it comes to the 21st century, forward thinking restaurants, a mall, 3 lanes on Highway 99, South Gate Center in desperate need of update and uplift	x		x		Just like it is, a brand new up to date community which listens to our input				x	1.) Have medical 2.) restaurants 3.) Highway 99 expansion 4.) a hospital would be the icing on the cake	x		x	

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40	Clean, green and treed. Overlook parks needs more trees and need control, it needs to look more like a relaxing park.				x	Nice landscaping, more police patrol, no more building.				x	1.) Higher police patrol 2.) Fine people that don't pick up their dog droppings and/or have their dogs on leashes				x
41	A no kill animal shelter					A major grocery store by the airport - now everything is by Trosper Road. More family dining - less fast food			x	x	1.) Organizations and businesses not so focus on computers and email. Let's start talking to each other again face to face 2.) More respect shown to our police officers 3.) More fun things to do south of Trosper - serving the other parts of Tumwater				x
42	More trees like on Oneson [?] Littlerock Rd!				x	When people come from Olympia it gives Tumwater a trashy look				x	1.) Clean up or close the antique shop on Capitol by Linwood. It is a mess!				x
43	A movie theater, a dollar store, and a good steak house, Target?			x		Get [Illegible] Rd fixed, it's a nightmare!!!	x				1.) Get the brewery up and doing SOMETHING! 2.) Lower water/LOTT bill 3.) Maybe take out some round about on Littlerock Rd?	x		x	
44	None					None					Plant evergreen trees along freeway in Tumwater to decrease noise				x
45	None					To not be a HOA anymore				x	Not have my bills mailed to Seattle				
46	None					None					Traffic backup at Trosper and Littlerock Rd. Need better right hand turn.	x			
47	More support for small businesses to start up as well as keeping the existing ones healthy - love the city core as shown above - shop and walk			x		Keep it clean - upgraded				x	1.) Brewery :) 2.) Work towards a main street with restaurants and shops 3.) Beautification		x		x
48	Pay attention to the value in marketing our history. Connect city, river, neighborhoods through alternative transport.	x		x		Mixed income and housing styles; well kept so enticing.		x			1.) Intersection at Yelm, Log Cabin, and Cleveland 2.) Better access to river and parks from Old 99 3.) Preserve Historical forms [?].	x			x
49	A safe, inviting town that is walker/biker friendly and encourages shipping, eateries, craft fair, etc.	x		x	x	Community garden, dog park, splash park, gathering spots for short conversations while on walks				x	1.) Clean up Capitol Blvd (doesn't feel safe anymore) 2.) Add sidewalks for South neighborhoods to town 3.) More business friendly	x		x	x
50	A town much like it is now, with wide streets, good street signs, and well-planned development	x			x	That it (Brindlewood) will be minimally impacted by the city's new buildings across the street.				x	Improve cell-phone coverage in Brindlewood. All carriers have bad coverage here.				x
51	Let someone develop the Old Brewhouse other than the turkey that never will. He just ties it up for investment. Same with Trails End, put it on the tax rolls and none as it was a Horse Arena and Restaurant			x		The city of Tumwater bought the Trails and 23 A it should be private owned					None				
52	Less traffic congestion Monday through Friday 12-1pm and 4-5pm	x				More police patrols and presence in neighborhoods				x	Put flags or lighted crosswalk at Capitol Blvd and U street. My god! It's a bus stop. Someone is going to get killed!	x			x
53	A clean friendly town reflecting our historic past - more small businesses and less huge box stores			x	x	Maybe some small parks - tucked away refreshing spaces (well lit)				x	1.) Have an accessible senior center 2.) Do away with some round-about 3.) Make use of empty buildings	x		x	x
54	To stay small and have local industry made, grown, and hired for local economy. More color and new modernized buildings.		x	x	x	To network with neighbors to see what kind of needs within 3 square blocks and to form a committee of volunteers to help meet those				x	1.) Open road at end of Home Depot to extend as an off ramp onto I-5 going south 2.) Put 3 roundabouts going down Capital, south of Trosper, to Tumwater Blvd 3.) Fix Capitol (paving with reflective road centerline and	x			
55	A safe, healthy (clean, green), quiet, not crowded community. Not much more development.				x	A safe, healthy (clean, green), tranquil and peaceful place to live and raise children				x	1.) Have bike lanes on 66th Ave SW, Kirsop Rd SW 2.) Have 4 way stops at Blacklake, Belmore, and 49th Ave SW	x			
56	Clean streets	x			x	High employment with lively wages			x		Thank you for asking!!				
57	Change the brewery property, landscape, shops, condos, park like setting.			x	x	Reduced traffic noise on Yelm Highway				x	Reduce the noise on Custer				x
58	Seeing the Olympia Brewery returned to Some beneficial use.			x		Seeing the rush hour congestion on Capitol Way eliminated.	x				The two things about and eliminating the occasional flooding of the street at Laurelhurst and Mango Pl	x			x
59	Friendly small town, clean fresh water, clean, good smooth roads, welcome look and feel for all	x			x	Keep it clean				x	Less traffic near Trosper Rd intersection near freeway and Fred Meyers also by Cleveland near Artistry and flowers [?]	x			

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60	It needs a center - attract locally owned restaurants, coffee shops - no more fast food chains! Better design standards.			x	x	A safe quiet place. Less junk in yards, no more business operating out of homes.				x	1.) Clean up Capitol Blvd by enforcing landscaping codes 2.) Implement master plan with traffic circles and median planting 3.) Add bike lanes and mark crosswalks better	x			x
61	To see the Brewery redeveloped.			x		To slow down drivers	x			x	I would like to thank the city for the great job they do keeping the streets clean!				
62	That it stay smaller, quaint, and family friendly (as in no bikini barista stands for example!)				x	STOP developing around it! MORE is not always better. We like trees. :)				x	1.) Not let TSD develop the beautiful field by my house. Remodel an existing structure instead. 2.) Grow more small businesses! 3.) Create beautiful things (don't pave paradise)				x
63	Environmentally friendly, fiscally responsible, forward thinking.			x		Walkable, bikeable, service oriented	x		x	x	Reduce future road construction or expansion of auto oriented roads. They are expensive to maintain.	x			
64	No more "big box" stores, strip "malls", huge apartment complexes too close to roads.				x	Better police protection, less tolerance of illegal "fireworks", other disturbances.				x	Reinstate "property crimes" as worthy of attention, less emphasis on pleasing "builders".				x
65	Great					Great					1.) Put signal at Rural [?] and Trosper 2.) Pave rural road	x			
66	More shopping/retail and restaurants (not fast food)			x		Safety/crime, walkable services	x			x	1.) Street lights in neighborhood 2.) Retail and restaurant options	x		x	x
67	More parks, especial a dog park near Airport (?), keeping a rural feel outside of city center				x	Better bike/walk area/paths. Control traffic especially at Trosper road - Too many run red lights!	x			x	1.) Police - BAD attitudes 2.) Less fast food or no more				x
68	Revitalization of Capitol Blvd stretch - More accessible Farmers Market.	x		x	x	Higher walkability, more restaurants (Greek food), community pool!	x		x	x	Make an indoor pool				x
69	A town with a central core of retail and people living. Not big box heaven (hell)			x	x	Close houses, sidewalks, street lights	x	x		x	Make development close in, apartment building and retail.		x	x	
70	Develop the land the Old Brewhouse sits on and the surrounding land			x		Keep it like it is				x	1.) Kill all the moles in Barcleft Park 2.) Make it illegal to grow veggie gardens in yards				x
71	Help owners of the Brewery property to develop it.			x		None					Bring back the brewery whistle				x
72	Quiet, safe, friendly, like it used to be when I moved here 10 years ago.				x	Same as above and more trees				x	1.) Stop creating more housing - taking away the trees 2.) Traffic flow - congestion 3.) Movie theater and more good restaurants	x		x	x
73	None					None					\$36.06 Sewer LOTT more they amount is to high for retiree!				
74	None					None					1.) Add speedbumps on Lake Park Dr. 2.) Add sidewalks on both sides of Lake Park Drive	x			x
75	Safer outlets to Capitol Way i.e. Taco Time drive through - large bush (? Starbucks) blocks view of sidewalk traffic, bikes, etc.	x			x	None					1.) Have parking lots clean of litter 2.) Businesses - modest landscaping and keep weeded				x
76	A golf course available to all citizens of Tumwater			x	x	Bigger bumps on Irving St since the current ones don't work!	x			x	1.) Higher bumps on Irving St 2.) Change Exit 103 which is a death trap!	x			x
77	None					None					Give a break to the unemployed on their utility bills.		x		
78	A sense of town. Some open shopping space, bike trails, park at trailhead (city-owned property)			x	x	Slower traffic on 79th in our subdivision, stop sign at exit from Parkridge	x			x	Have bus service to Deschutes Ridge and surrounds	x			
79	A nicer downtown style area to be able to walk through and enjoy	x			x	To stay clean and retain value				x	The 4 way stop on Trosper by the Fire dept., make it a roundabout	x			
80	None					None					Provide Bus Route 99 Highway/79th	x			
81	Walkable, bikeable, green, cafes and coffee, galleries and a little museum.	x		x		Peaceful, lots of trees, friendly, clean				x	Keep forests and make trails for folks to walk their dogs				x
82	Tear down the Old Brewery and make it all a part of Tumwater Falls and Golf course			x		A place where street lights work - constantly not working				x	Stop looking backward, look forward.				
83	An aquatic center. A Trail from Pioneer Park to the Valley.			x		Safe streets, police presence, sidewalks on Henderson to Pioneer	x			x	1.) Capitol Way - Improve 2.) Brewery improvements			x	
84	Reduce congestion points and maintain and add green beautiful public spaces and buildings.	x			x	Make fireworks illegal in Tumwater so we can enjoy the holidays.				x	1.) Improve intersections of North/Cleveland/Capitol Way 2.) Remove Brewery buildings 3.) Make Fireworks illegal!	x			x
85	A more pedestrian friendly, less grid locked downtown during lunch hours	x			x	A neighborhood of lighted streets and safe sidewalks on all streets, not just the main ones	x			x	Improve the traffic flow around Costco/Walmart/Fred Meyers and over the freeway	x			

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86	A safe beautiful place with shopping restaurants			x	x	I live in Bridlewood and I love my neighborhood				x	I would love to have a grocery store here close that I could walk to			x	x
87	Buy the property corner of Lynwood and 2nd Ave			x	x	Build senior center there, flat property, easy access			x	x	Old Towne Center prop too sloped. Keep it for youth.				x
88	Clean, safe, friendly				x	Clean, safe, hood [wood?] roads and utilities				x	1.) Fix potholes and rough roads (Trosper towards Blacklake) 2.) Maintain roadside ditches and culverts to keep rain water draining and not flooding roads!	x			
89	That one day it has a town center again. Revived Brewery District.			x	x	Wide bike lanes, less traffic	x				1.) Intersection of North and Cleveland 2.) Bike path all of Capitol Blvd	x			
90	Clean, safe, dog-friendly, family-oriented				x	Same as above				x	Make a dog park at corner of Tumwater Blvd and Capitol to bring business to the complex			x	x
91	Development of more businesses and light industry along with carefully planned residential neighborhoods.			x	x	Connecting sidewalks in my neighborhood - some streets have intermittent sidewalks.	x			x	1.) No traffic circles on North Street. 2.) Work on improving traffic flow. 3.) Curtail gridlock at major intersections.	x			
92	Think stand of trees bordering I-5 both sides, rail car airport to port of Olympia	x			x	No black locust trees, no new douglas firs, street sweeper sweeping our street				x	1.) Pink Hawthorn trees wherever possible 2.) Wider sidewalks 3.) Co-op Food Store	x		x	x
93	We need sidewalks or bike lanes on Boston St SE and Hazelhurst Dr SE, those are blind corners and we have a lot of walkers on those streets and it is not safe.	x			x	None					None				

## Should home use of all types of fireworks be banned in the City of Tumwater?

Response	Count	Percent
Yes	176	45.7%
No	191	49.6%
No Opinion	15	3.9%
Do not know/Refused to answer	3	0.8%
Total	385	100.0%

## Comments provided:

4th of July Celebration

4th of July ok

Absolutely, every year bad experiences with fireworks

All over, it is a fire hazard.

All types should be allowed

As long as the public ones are available.

Banned for private use

Best no

Burn it down

City v public fire shoot off

Civil right

Completely

Definitely not in neighborhoods

Different size fireworks

Does not have information on how they affect air quality or other environmental impacts. But as a rule: no.

Except on 4th of July

Except on 4th of July

Fire safety-very important-drought conditions

Great family, neighborhood opportunity

Just loud ones

Legal ones/on ground

Likes fireworks

Lots of dogs and children

Loud are pointless

Love fireworks

Maybe

Mortars are too much

Most definitely

Neighbors doing too much

Neighbors shoot huge fireworks

No firearms

No, love crackers

Not all types

Not necessarily

Only when weather is bad

People go overboard with fireworks

Probably some types

Regulated

Regulated for safety

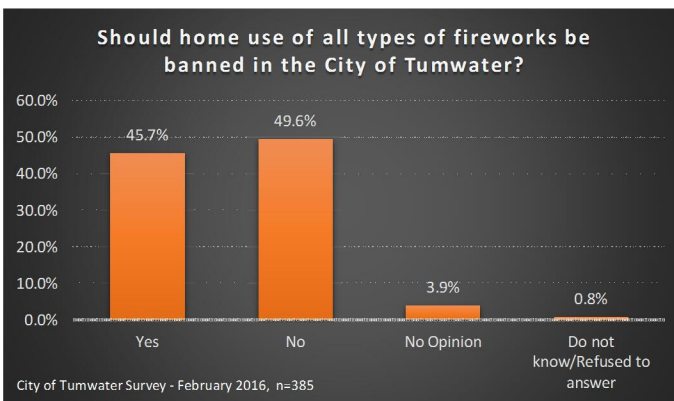
Should not on 4th of July - too dry last year.

Small ones are fine, bigger ones should be banned.

Strongly agree

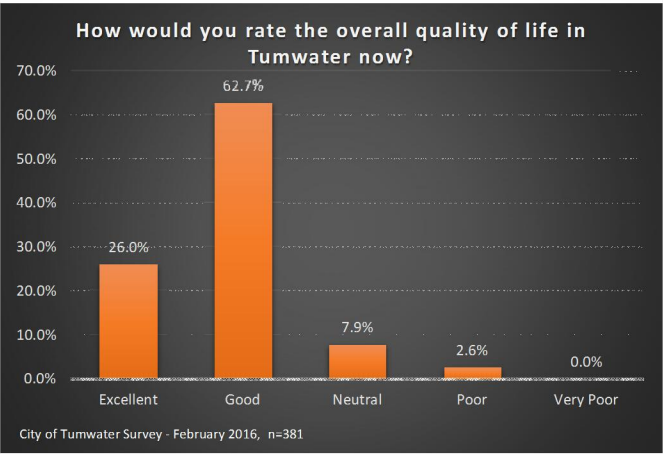
Too dangerous

Unless on own land



How would you rate the overall quality of life in Tumwater now? Would you say it is:

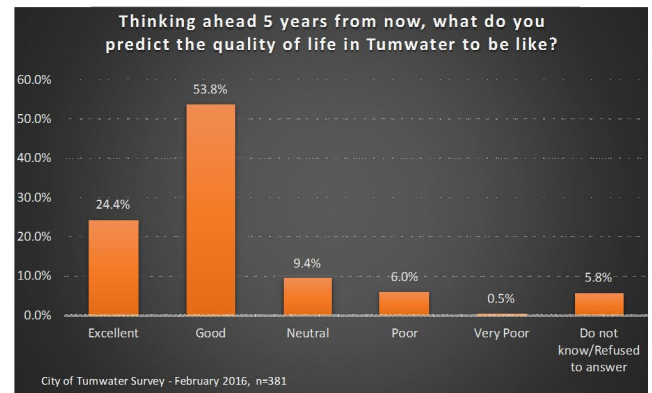
Response	Count	Percent
Excellent	99	26.0%
Good	239	62.7%
Neutral	30	7.9%
Poor	10	2.6%
Very Poor	0	0.0%
Do not know/Refused to answer	3	0.8%
Total	381	100.0%





Thinking ahead 5 years from now, what do you predict the quality of life in Tumwater to be like?

Response	Count	Percent
Excellent	93	24.4%
Good	205	53.8%
Neutral	36	9.4%
Poor	23	6.0%
Very Poor	2	0.5%
Do not know/Refused to answer	22	5.8%
Total	381	100.0%



**How important are the following factors to the Tumwater quality of life?**

Strongly Agree (SA) - Agree (A) – Neutral (N) – Disagree (D) - Strongly Disagree (SD) - No Opinion (NO)

Category	Count							Percentage						
	SA	A	N	D	SD	NO	Total	SA	A	N	D	SD	NO	Total
Environmental quality	155	171	40	7	3	3	379	40.9%	45.1%	10.6%	1.8%	0.8%	0.8%	100.0%
Parks & rec. facilities	136	160	47	17	7	10	377	36.1%	42.4%	12.5%	4.5%	1.9%	2.7%	100.0%
Safe Place to Live	231	111	22	9	1	1	375	61.6%	29.6%	5.9%	2.4%	0.3%	0.3%	100.0%
Clean & Attractive	162	162	39	11	2	0	376	43.1%	43.1%	10.4%	2.9%	0.5%	0.0%	100.0%
Small Town Atmosphere	104	160	68	27	9	5	373	27.9%	42.9%	18.2%	7.2%	2.4%	1.3%	100.0%
Shopping	65	163	90	45	10	2	375	17.3%	43.5%	24.0%	12.0%	2.7%	0.5%	100.0%
Housing Options	78	169	80	31	1	17	376	20.7%	44.9%	21.3%	8.2%	0.3%	4.5%	100.0%
Proximity to Employment	97	153	74	17	8	22	371	26.1%	41.2%	19.9%	4.6%	2.2%	5.9%	100.0%
Streets & Roads	123	155	54	29	11	1	373	33.0%	41.6%	14.5%	7.8%	2.9%	0.3%	100.0%
Sidewalks & Trails	109	154	64	30	5	12	374	29.1%	41.2%	17.1%	8.0%	1.3%	3.2%	100.0%
Schools	193	103	42	9	1	24	372	51.9%	27.7%	11.3%	2.4%	0.3%	6.5%	100.0%
Trees & Native Vegetation	137	152	50	21	7	6	373	36.7%	40.8%	13.4%	5.6%	1.9%	1.6%	100.0%

**Other (comments below)***Cities should be cities and rural areas should be rural. Keep vegetation in the country.**City employees say that certain racial groups are unfairly protected. Not a good place to own.**good malls**Hit and run. South end of Trosper Road needs more lighting sidewalk.**Homeless & drugs**More restaurants**more retail**Need grocery store on other side of highway and housing too expensive.**Need more shopping, roads need upgrades.**Need to take care of trees and vegetation.**neighborhood watch**No dog parks, no town center.**North Street has bad trees that were planted.**Not enough road maintenance**Not enough shopping or housing**Not having tons of businesses or shopping malls, leave those in Oly/Lacey.**Nothing to do. Homeless shelter. Do not have bus services for old people.**People can trim trees and such. Old lady can not see grandson's plays because of inaccessible new high school on Little Rock road.**Proximity to shopping, proximity to big cities.**Racial diversity, lack of opportunities for individuals w/disabilities who are greater than 18 years of age.**Repair roads**Repair roads, Trosper.**Restaurants, potholes in roads**Road layout is chaotic.**Roads are bad. Trim trees to prevent damage.**Roads are too crowded.**Roads need work*

*Roundabout at Trosper Road*

*Scotch Broom and bad roads are annoying*

*Shopping sucks in Tumwater.*

*Sidewalks are poor, public safety & housing process are affected. There are obstructions that need to be dealt with.*

*Something to effect panhandling*

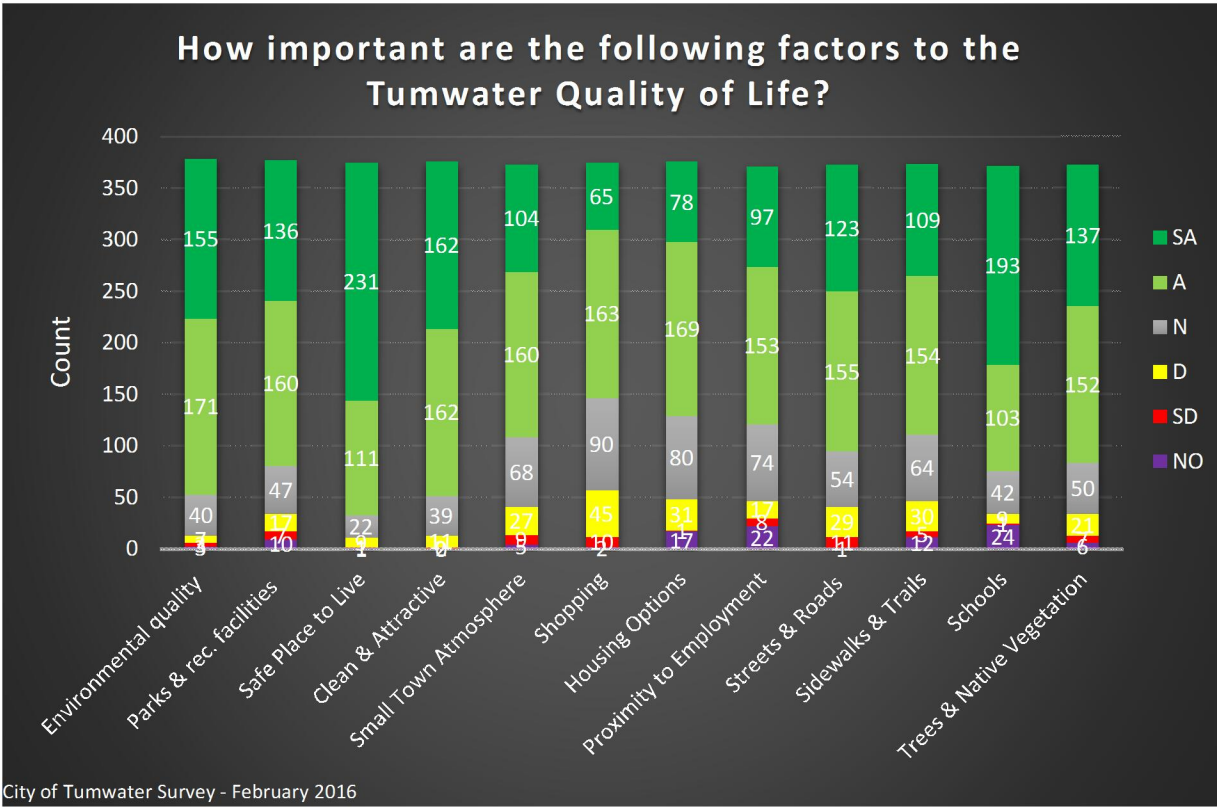
*There is no shopping, too crowded, too many people. La Quinta hotel - too much development.*

*too small, too scattered out, center destroyed by freeway*

*Trees are overgrown, it is a hazard to children. The trees need to be maintained better*

*Trees need improvement*

*Trosper needs repair.*



**In the past year, have you or a member of your household participated in any of the following recreation program or special event offered by the City of Tumwater? (can allow more than one response)**

<b>Programs</b>	<b>Count</b>	<b>Percentage</b>
4th of July Parade/Fireworks	224	30.7%
Sports	84	11.5%
Christmas Tree Lighting	80	11.0%
Artesian Brewfest	66	9.0%
Tumwater Youth Program (TYP)	48	6.6%
Easter Egg Dash	39	5.3%
Other*	37	5.1%
Recreation Classes	34	4.7%
Do not know/refused to answer	32	4.4%
After School Program	31	4.2%
Senior Program	29	4.0%
Camps	26	3.6%
Total (due to multiple responses)	730	100.0%

**\*Other comments:**

15 years ago

Belong to YMCA

Bike and hiking trails

Boys and Girls Club

Churches are wonderful.

city bay-city cars

Duck Dash

Duck Dash

Duck Dash & Christmas Tree Giving

Duck dash races

Farmers market

Film on the Tumwater golf course (film on the grass-family movies)

Golf course

Hemp fest

Kick in the grass soccer tournament at Pioneer Park

Lake fair

Likes fire department coming around to collect for food bank.

Lions club

marathon/recreational

meetings about brewery and duck dash

Only walking

playgrounds

Political rally

Really like Santa coming around on firetruck. Also a Tumwater community day (vehicles and such).

Release fish or ducks around brewery

Rockefeller Christmas tree-like lighting

Screen on the green

Senior programs are lacking, does not give good impression

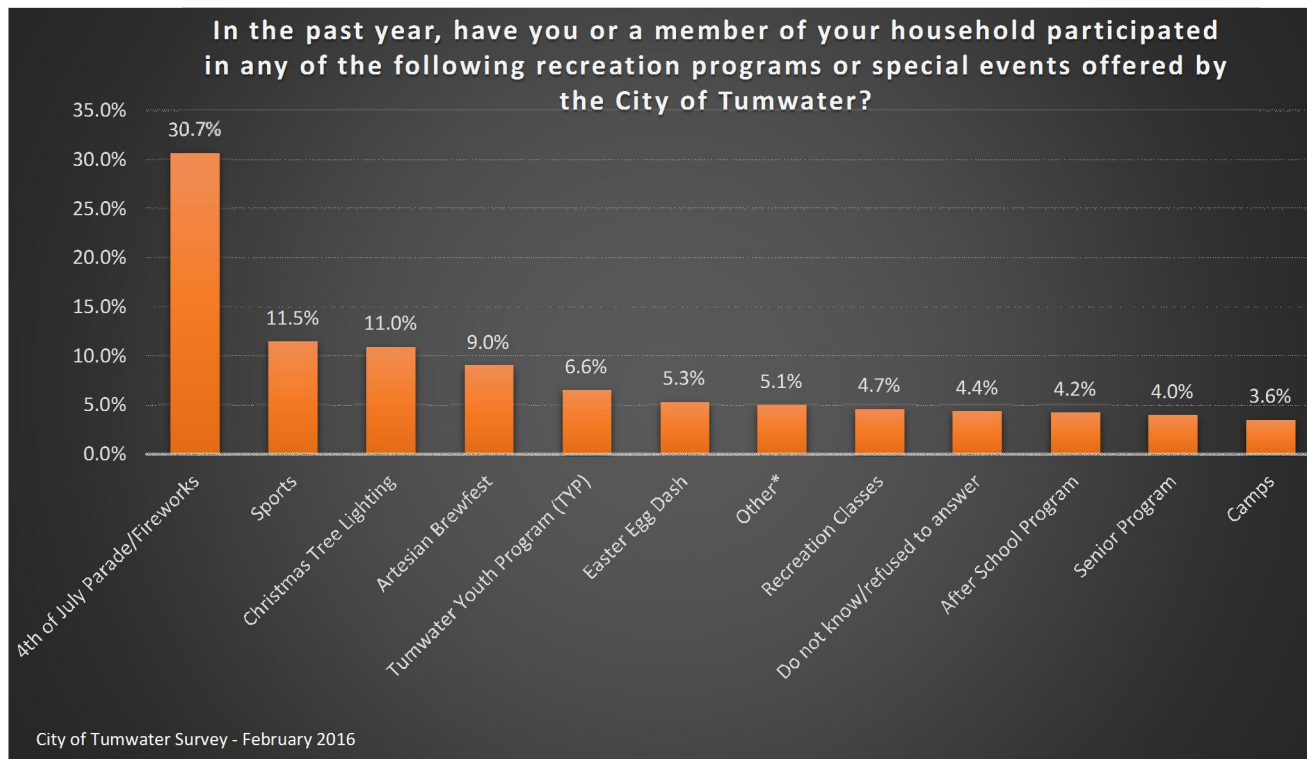
special Olympics

Teddy Bear Run/Car Shows

The YMCA

Tumwater valley golf course

Unaware





If not, what are the reasons you did not participate in City programs? (can allow more than one response)

Programs	Count	Percentage
Not aware of the program offered by the City of Tumwater	60	20.8%
Don't have programs/activities I am interested in	47	16.3%
I participate in other local or private facilities	26	9.0%
Offered at inconvenient times	27	9.4%
Cannot afford the cost	2	0.7%
Program was full	2	0.7%
Other*	89	30.9%
Do not know/refused to answer	35	12.2%
Total (due to multiple responses)	288	100.0%

**\*Other comments:**

*Ability to get around*

*Active duty military*

*Age*

*Age*

*Age - Older*

*Age and health*

*Age and health*

*Age-related, no kids*

*Alone, kids are too old*

*Battling breast cancer*

*Because*

*Best use elsewhere*

*Busy*

*Busy and unaware*

*Busy outside Tumwater*

*Busy schedule*

*Busy schedule, no time.*

*Child too old for events*

*Did not think about it. Had other things going on.*

*Disabled child*

*Do not have kids*

*Do not have time.*

*Do not like crowds*

*Do not want to*

*Does not go out and about much*

*Doing own things with friends*

*getting older*

*Getting older.*

*Grandchildren*

*great for families but not personally interested.*

*Have a job*

*Have only lived here one year.*

*Health*

*Health issues*

*In 80s now few children*

*Injured*

*Injured, physical*

*It is all in Olympia*

*Just moved*

*Kid isn't old enough*

*Kids are not old enough yet.*

*kids are older*

*Kids not living at home and age related reasons*

*Kids not old enough to participate in offered activities.*

*Kids too old*

*Kids too old now*

*Lack of interest*

*Lack of interest*

*Most are for kids*

*No appeal*

*No children that age.*

*No children-too many who go to events-too crowded*

*No desire*

*No interest*

*no kids*

*no kids*

*no kids and not interested in senior program*

*No kids are young enough*

*No kids so many do not apply*

*No kids, no interest*

*no kids/working*

*No small children*

*No the right age*

*No young people in the house.*

*nobody interested*

*not age appropriate for kids*

*Not enough time, not interested*

*Not knowing what is happening*

*Old*

*Older, no interest, use to take grandkids*

*One was disappearing*

*Other cities offer better programs.*

*Out of town*

*Private parties*

*Retired from base recently*

*Retirement*

*Scheduling*

*Spend time outdoors and in Lacey/Olympia. No kids.*

*They are passive. Want activities like sports etc. and aimed at adults.*



*time*

*Time commitments.*

*Too old*

*Too old to participate*

*too young/too old*

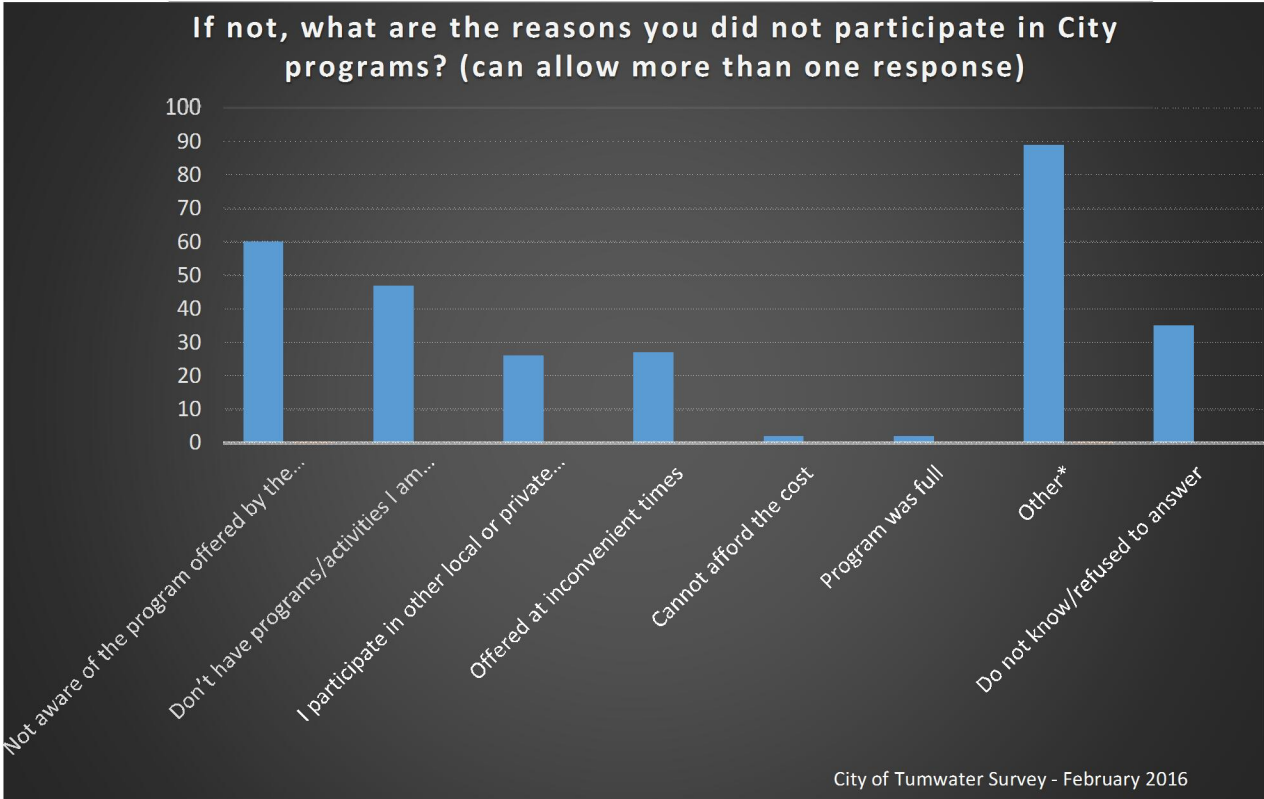
*Usually spends time in Olympia area, not Tumwater.*

*Very busy*

*When kids were younger/too busy*

*Widower, drives bus for living.*

*Work schedule*



### Are there recreation activities needed in Tumwater that are not currently available?

Response	Count	Percent
Yes*	126	35.3%
No	141	39.5%
No Opinion	63	17.6%
Do not know/Refused to answer	27	7.6%
Total	357	100.0%

#### **\*Comments provided:**

*A lot through parks & rec*

*Action sports*

*Applauds parks and trails*

*Better bike lanes needed on Capitol Blvd.*

*Better bike trails*

*Better roads for bicycles*

*Better senior programs*

*Better sidewalks*

*bike paths*

*Bike trail*

*Boring place to walk, trails*

*Boys and girls club? Feed the homeless*

*Buy the old brewery put in a skating ring.*

*Capitol Lake: park, row boat (nothing is happening). Taxing you for schools but money goes to building.*

*Community oriented family center*

*Community pool*

*Community pool*

*community pool*

*community pool*

*community pool*

*Community pool with community center*

*community pool!!!*

*Community swimming pool*

*Connected trails. Underutilized areas of the city (under power lines).*

*Crafting classes*

*Disabled kids program, bike lanes for commuting*

*Do not know what*

*Dog park*

*Dog park*

*Dog park*

*Educational Camps/Ecology, coastal ecology, Puget Sound*

*Events for kids*

*Festivals-family oriented*

*fishing*

*Fishing camps*

*Good job*

*gun range*

*gym*

*Have a variety, just can not participate*

*Hempfest*

*Housing assistance for low income/disabled kid and need rec. class to participate in/place for younger kids to go to stay out of trouble*

*Ice skating rink/community pool/art studio*

*Improve the current class same level as Olympia.*

*Keep kids from loitering*

*Kids could use a skate park*

*Marathon, Olympia airport - Blue Angels, More commercial flights. More development of Tumwater Park. Preserve wildlife.*

*Maybe a range*

*middle school/elementary school mentoring*

*more age appropriate events (age 4)*

*More clubs*

*More family oriented*

*more for disabilities*

*more kids parks*

*more parks*

*More running marathons*

*More senior activities*

*More soccer fields. Travel to Lacey or Olympia.*

*More sports fields*

*More things to do. Only go to casino.*

*More walking events/everyone can participate*

*More walking opportunities*

*more youth programs, swimming pool for kids*

*Movie theater*

*Need a pool for kids.*

*No kids or family*

*No variety*

*Not knowing what all is offered.*

*Obstacle course*

*Organized adult sports*

*Outdoor dancing, yoga, hula hoop*

*Outdoor swimming pool*

*Pool*

*Pool*

*Pool*

*pool*

*Pool*

*Pool*

*Pool, organized water activity would be nice*

*Public pool*

*Public pool*

*Public pool*

*Public pool*

*Public pool (indoor)*

*Public swimming pool*

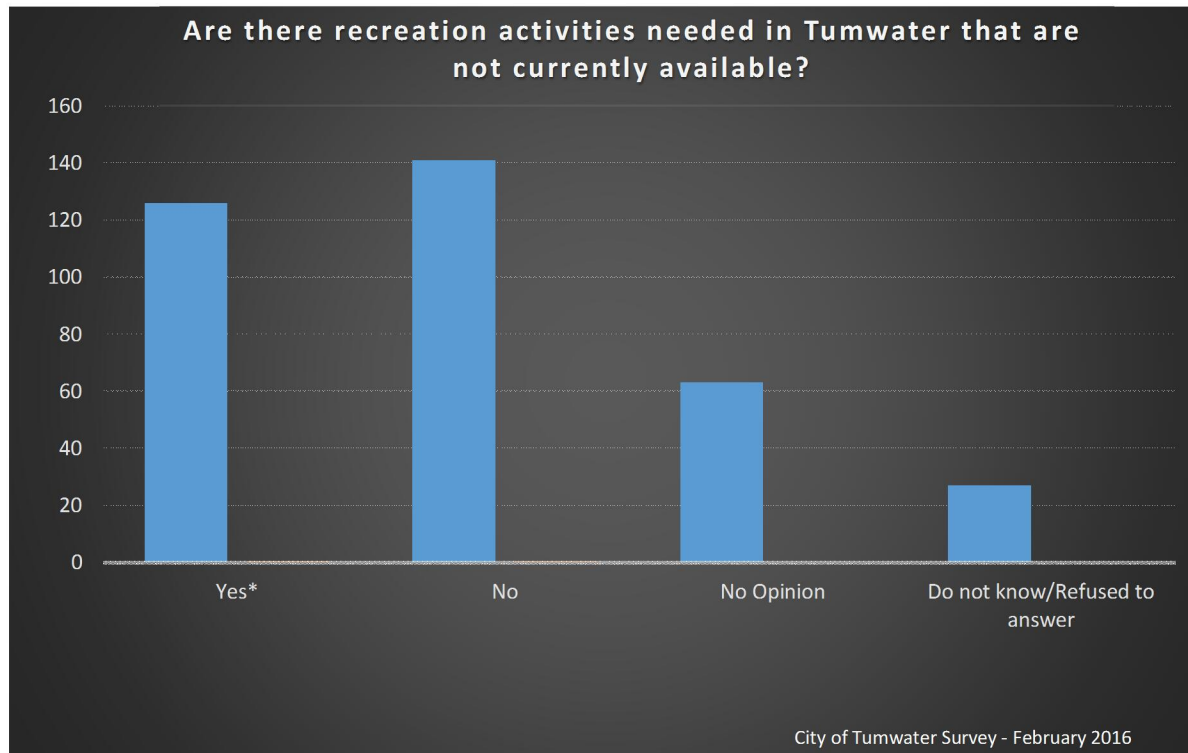
*Public swimming pool*

*public tennis courts*

*racetrack*

*Roller rink, public pool, something open to everyone, not a private club.*

Roller skating park. Park with swings.  
 Running or bike events  
 running paths/bike trails  
 senior activities  
 senior activity (summer)  
 Skate park for kids. Community sports. Trails and sidewalks.  
 Skating rink  
 Softball, sports  
 Stuff using brewery/river and that property  
 Swimming  
 Swimming  
 swimming  
 swimming  
 Swimming lessons  
 swimming pool  
 swimming pool  
 swimming pool  
 Swimming pool  
 Swimming pool  
 Swimming pool  
 Swimming pool  
 Swimming pool  
 swimming pool  
 swimming pool  
 swimming pool  
 Swimming pool, park, big library  
 Swimming, city pool  
 Teen hangout  
 Teens need more activities to keep them away from drugs  
 Thanksgiving event parade  
 Things for children  
 Trips to places, Tumwater does not have many local attractions, not out of state.  
 Tumwater senior center should have volleyball  
 Unaware  
 Volleyball, co-ed softball  
 Walking  
 Walking paths or trails  
 Want a dry golf course  
 Water park  
 Water park, community pool  
 wider variety of rec. classes  
 Wrestling club



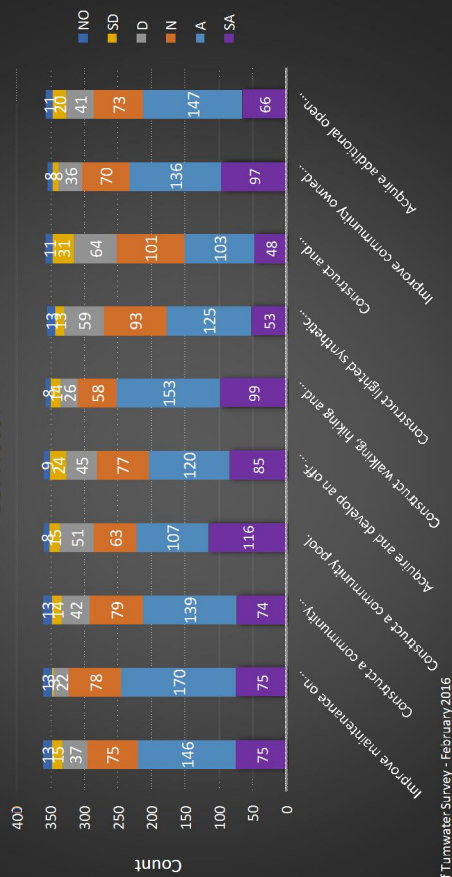
### Rate the importance of each of these park facilities and services:

Strongly Agree (SA) - Agree (A) – Neutral (N) – Disagree (D) – Strongly Disagree (SD) - No Opinion (NO)

Category	Percentage						Total
	SA	A	N	D	SD	NO	
Acquire and develop additional community park sites.	61.2%	20.8%	40.4%	10.2%	4.2%	3.6%	100.0%
Improve maintenance on existing park sites.	<b>67.9%</b>	20.8%	47.1%	21.6%	6.1%	0.8%	100.0%
Construct a community center with meeting, classroom, and gym space.	59.0%	20.5%	38.5%	21.9%	11.6%	3.9%	100.0%
Construct a community pool.	<b>61.9%</b>	32.2%	29.7%	17.5%	4.2%	2.2%	100.0%
Acquire and develop an off-leash dog park.	56.9%	23.6%	33.3%	21.4%	12.5%	6.7%	100.0%
Construct walking, hiking and biking trails.	<b>70.4%</b>	27.7%	42.7%	16.2%	7.3%	3.9%	100.0%
Construct lighted synthetic athletic fields.	50.0%	14.9%	35.1%	26.1%	16.6%	3.7%	100.0%
Construct and amphitheater/concert/community event space.	42.2%	13.4%	28.8%	28.2%	17.9%	8.7%	100.0%
Improve community owned historical sites (Henderson House and Crosby House) and provide public access (for events, activities, meetings, etc.)	<b>65.6%</b>	27.3%	38.3%	19.7%	10.1%	2.3%	100.0%
Acquire additional open space such as native prairies, wetland, forested areas that could be used for low impact outdoor activities.	59.5%	18.4%	41.1%	20.4%	11.5%	5.6%	100.0%

Category	SA	A	N	D	SD	NO	Total
	75	146	75	37	15	13	361
Acquire and develop additional community park sites.	75	170	78	22	3	13	361
Improve maintenance on existing park sites.	74	139	79	42	14	13	361
Construct a community center with meeting, classroom, and gym space.	116	107	63	51	15	8	360
Construct a community pool.	85	120	77	45	24	9	360
Acquire and develop an off-leash dog park.	99	153	58	26	14	8	358
Construct walking, hiking and biking trails.	53	125	93	59	13	13	356
Construct lighted synthetic athletic fields.	48	103	101	64	31	11	358
Construct and amphitheater/concert/community event space.	97	136	70	36	8	8	355
Improve community owned historical sites (Henderson House and Crosby House) and provide public access (for events, activities, meetings, etc.)	66	147	73	41	20	11	358
Acquire additional open space such as native prairies, wetland, forested areas that could be used for low impact outdoor activities.							

### Rate the importance of each of these park facilities and services:

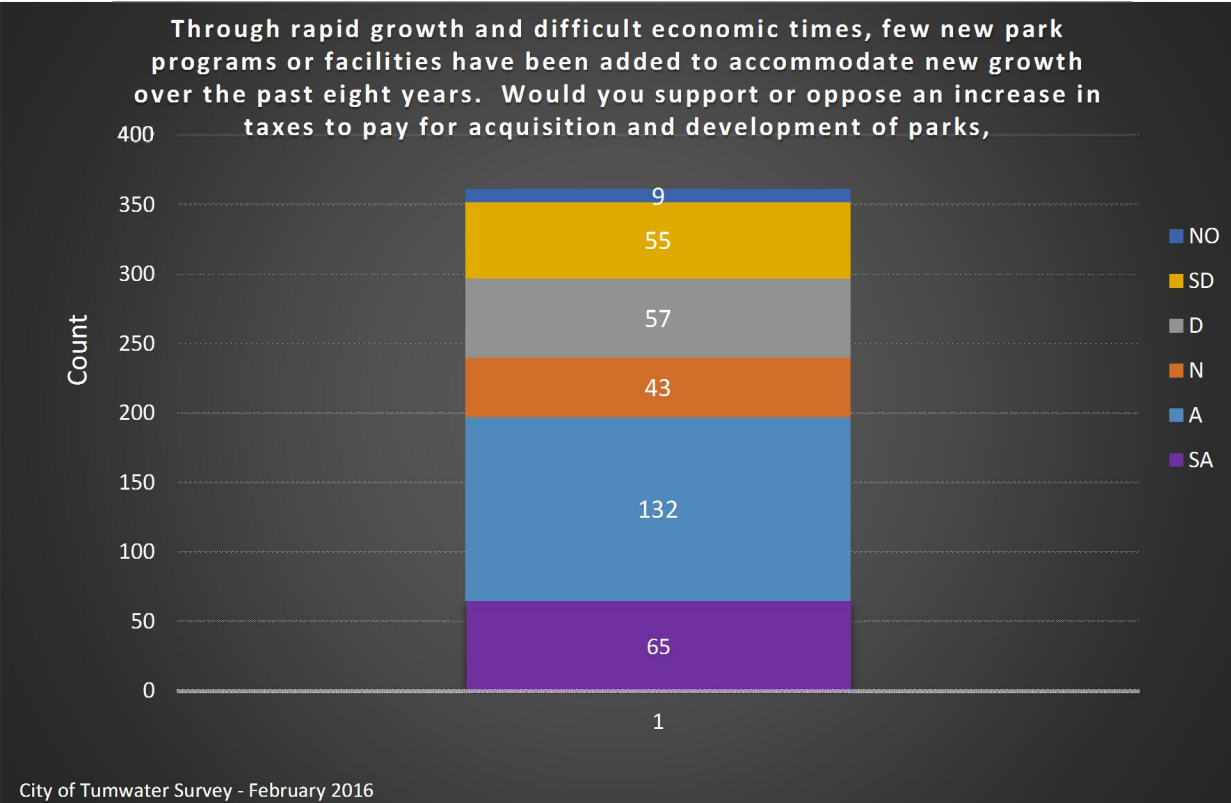


City of Tumwater Survey - February 2016

Through rapid growth and difficult economic times, few new park programs or facilities have been added to accommodate new growth over the past eight years. Would you support or oppose an increase in taxes to pay for acquisition and development of parks, trails and other recreational facilities?

Strongly Agree (SA) - Agree (A) – Neutral (N) – Disagree (D) - Strongly Disagree (SD) - No Opinion (NO)

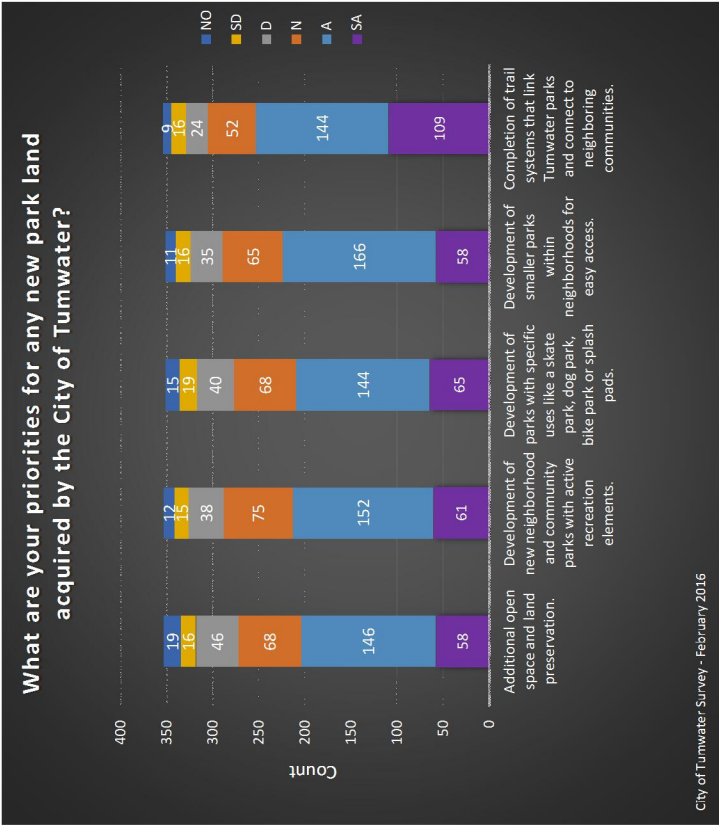
							Percentage						
<u>SA</u>	<u>A</u>	<u>N</u>	<u>D</u>	<u>SD</u>	<u>NO</u>	<u>Total</u>	<u>SA</u>	<u>A</u>	<u>N</u>	<u>D</u>	<u>SD</u>	<u>NO</u>	<u>Total</u>
65	132	43	57	55	9	361	18.0%	36.6%	11.9%	15.8%	15.2%	2.5%	100.0%
							54.6%						





What are your priorities for any new park land acquired by the City of Tumwater?  
Strongly Agree (SA) - Agree (A) – Neutral (N) – Disagree (D) - Strongly Disagree (SD) - No Opinion (NO)

Category	Percentage													
	SA	A	N	D	SD	NO	Total	SA	A	N	D	SD	NO	Total
Additional open space and land preservation.	58	146	68	46	16	19	353	57.8%	16.4%	41.4%	19.3%	13.0%	4.5%	100.0%
Development of new neighborhood and community parks with active recreation elements.	61	152	75	38	15	12	353	60.3%	17.3%	43.1%	21.2%	10.8%	4.2%	100.0%
Development of parks with specific uses like a skate park, dog park, bike park or splash pads.	65	144	68	40	19	15	351	59.5%	18.5%	41.0%	19.4%	11.4%	5.4%	100.0%
Development of smaller parks within neighborhoods for easy access.	58	166	65	35	16	11	351	63.8%	16.5%	47.3%	18.5%	10.0%	4.6%	100.0%
Completion of trail systems that link Tumwater parks and connect to neighboring communities.	109	144	52	24	16	9	354	71.5%	30.8%	40.7%	14.7%	6.8%	2.5%	100.0%



**Does Tumwater offer the housing and services that encourage you to continue to live in the community at every stage of your life?**

Response	Count	Percent
Yes	260	74.3%
No	53	15.1%
No Opinion	28	8.0%
Do not know/Refused to answer	9	2.6%
Total	350	100.0%

**Comments provided:**

50+

*Bus service is limited to the west side*

*but not for friends and family*

*city council implementation*

*Do not have retirement community w single story condos and move towards assistance living*

*Do not really know what is in Tumwater*

*Don't maintain things for the elderly. Flooding problem-Prosper Road-the one ditch nearby (200ft long).*

*Either you rent an apt. or own a house, there are not options in between.*

*facilities should participate with Olympia and Lacey to make things better.*

*Had a chance to move to the water*

*Have not thought about it.*

*Homeowner*

*I am going to get taxed out of my house.*

*If housing is over taxed, he will have to move.*

*In another few years I'll be in a retirement home.*

*Income decrease*

*It is trying although it is trying to pressure too much tax free land.*

*Like services*

*Likes everything about Tumwater.*

*Live in mobile home park for seniors, habitat disappearing, 23 new homes going in nearby, security issue for senior citizens.*

*Lived here 30+ years and does not ever want to move.*

*Lived here 55 years*

*Lower house rent will be appreciated. Housing problem is very bad. Poor people can not even afford rent.*

*Mass transit lacking*

*Might need to have more active retirees.*

*more or less*

*More senior living/community*

*Moving back East*

*need assisted living facilities*

*Need more adult housing/assisted living*

*Needed in right directions*

*Needs more apartment complexes plus move low income housing.*

*new senior housing but more needed*

*No for bus service*

*Not a lot of rentals!*

*Not a lot of senior stuff, do have areas for low income people.*

*Not at this point , due to economic reasons schools are not rated as high as could be (elementary). If new developments are being*

*Not considered a place for retirement, would rather go to Lacey.*

*Not currently*

*Not enough attractive senior housing (like panorama).*

*Not enough nice apartments with swimming pools.*

*Nursing home facilities, although available none he would be willing to stay in.*

*Please fix roads and trails*

*Provide for the homeless, take the old brewery/warehouse and use it for housing homeless  
retail*

*Selling out and putting in too many big businesses*

*Senior citizen, retired here*

*Senior housing area, could add retirement area.*

*So far yes*

*So far, Tacoma or Gig Harbor retirement communities might draw him up there.*

*Strongly agree*

*Taxes are ridiculous, it is too much for elderly people.*

*The roads are bad, very bad*

*There is not enough rentals. You either have to own a home or live in an apartment.*

*There will be need for more senior hosing due to aging population.*

*Thinking of moving next month. Missing retail, no central hub to Tumwater like a downtown.*

*Too expensive*

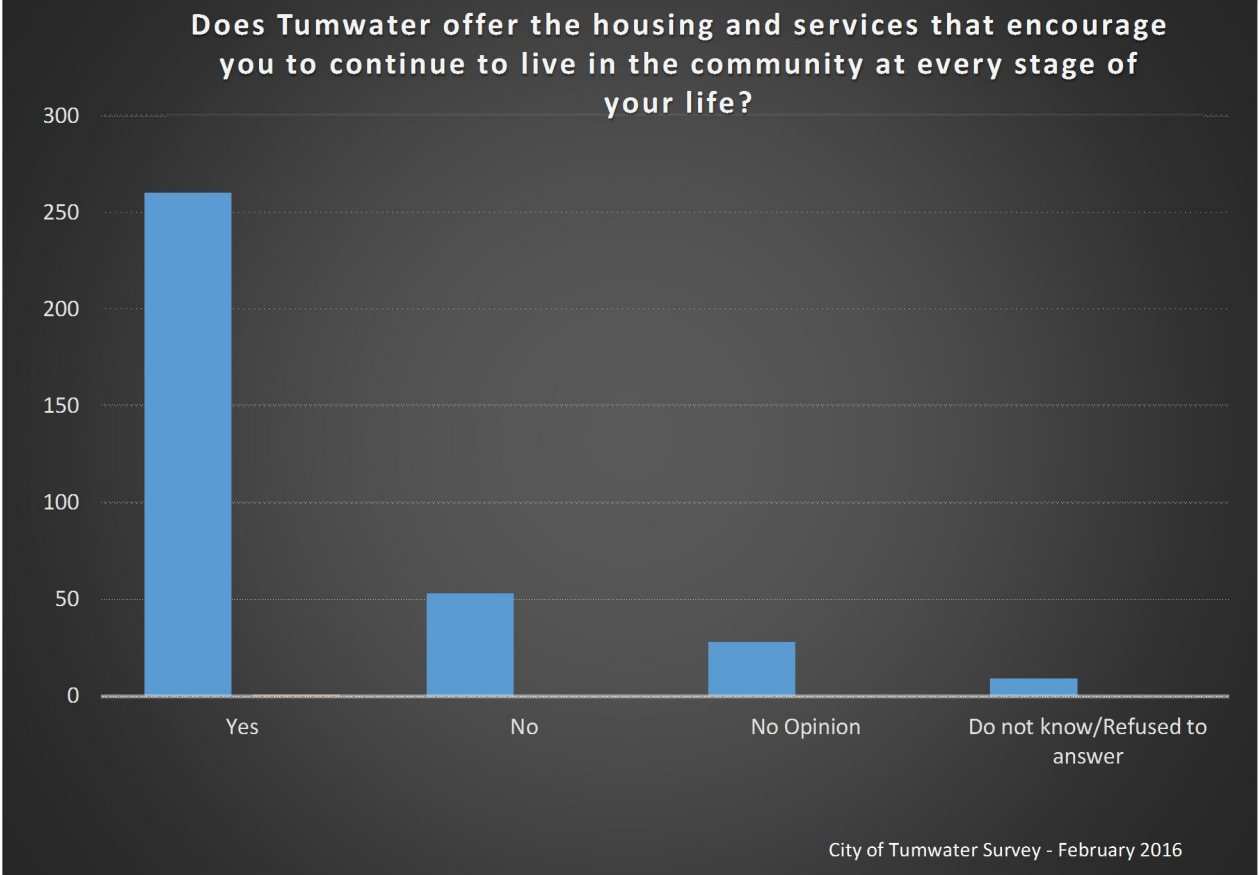
*Too many factors to list.*

*Town is contrived*

*Transportation is bad*

*Tumwater has turned into a "drug town"*

*Worried about the cost*



This year, the City will establish goals and community indicators. Please tell us if you agree or disagree with the following statements. At the end, you will have the opportunity to suggest other goals. Strongly Agree (SA) - Agree (A) - Neutral (N) - Disagree (D) - Strongly Disagree (SD) - No Opinion (NO)

Category	Count						Percentage							
	SA	A	N	D	SD	NO	Total	SA	A	N	D	SD	NO	Total
Provide more transportation choices	82	158	38	52	14	13	357	23.0%	44.3%	10.6%	14.6%	3.9%	3.6%	100.0%
Promote equitable, affordable housing	75	192	43	27	7	12	356	21.1%	53.9%	12.1%	7.6%	2.0%	3.4%	100.0%
Enhance economic opportunity	95	191	39	17	4	10	356	26.7%	53.7%	11.0%	4.8%	1.1%	2.8%	100.0%
Value communities and neighborhoods	94	191	30	14	8	13	350	26.9%	54.6%	8.6%	4.0%	2.3%	3.7%	100.0%
What other goals should be included? *														

**\*Comments provided:**

A great idea to connect Cleveland Ave. Capital Blvd. to decrease traffic

A tax strategy to increase economic growth.

Active cooperation with Turnwater School District and New Market/Running Start.

Activities for teenagers. Center at old brewery.

Affordable living is important.

Better pay police department, more enforcement on bicycle laws and dredge Capital Lake.

Better sidewalks and lighting

Brewery helped by city instead.

Brewery, facilitate to help out Olympia Brewery. Pocket Gophers need to be dealt with Gopher study.

can not think of any

Capital Blvd. is a mess. Fix speeding on Elm St.

City acts like they own brewery. Should vacate interest (butt out).

City should consider opportunities with breweries.

Community pool

Concerned about big businesses - would be nice to see them leave Turnwater.

Concerned with the houses being built so close together. More traffic.

Continue bike path on Capital Blvd near Jiffy Lube. Full court basketball court outside is needed.

continue to manage the growth of population

Cut back on parks and rec. Admit there was a mistake and let the free market take over. Individuals should solve their own problems.

Develop more trails and parks

Develop open spaces in urban

Development of Old Brewery

Diversity of companies needing employment. More types of enterprises hiring. We seem to be heavy in one or other.

Do not know

Do something with the brewery (restore it)

Do what you're elected to do. Let the other stuff be done by the private sector.

Dog park!

Economic involvement, finding tenant for brewery. State needs to provide infrastructure to put people to work. Recreational access to water.

education component

Emphasis on providing more transportation options

Enforce codes such as sign code, city puts too much emphasis into consultants, needs to put money into the construction and sidewalks and real things and less studying of things such as parks and brewery. Emphasis on infrastructure, sewer lines.

Few less trees and meadows and no more roundabouts.

Fix failing water system

Fix the roads

fix the streets and fix the current parks

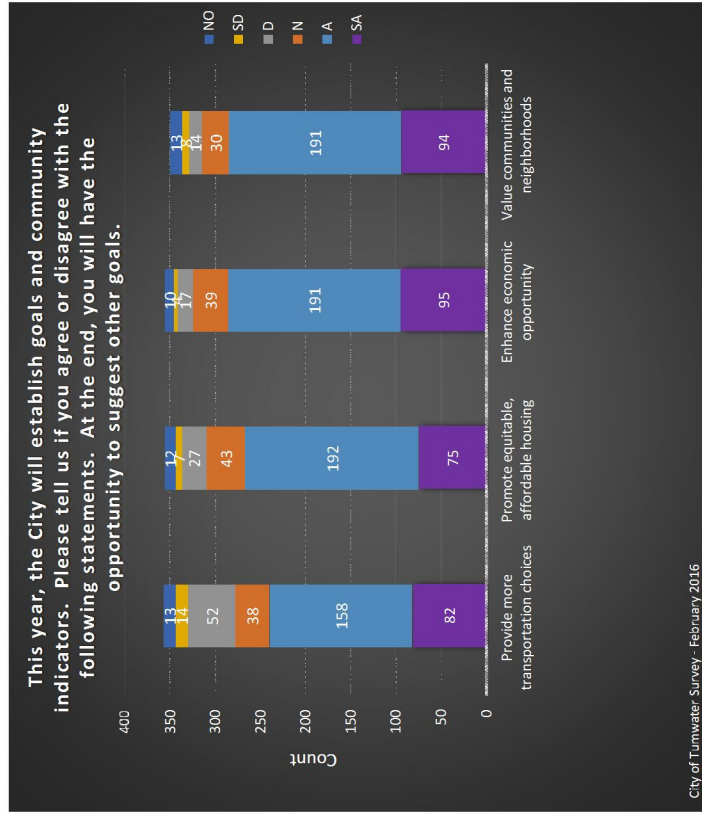
Focus on the brewery property and expand smaller breweries and incubator.

Get rid of roundabouts

Get the people in the neighborhoods helping with creating parks.

Good police coverage of areas, retain police officers, do not lose funding.

Homelessness





Homelessness problem needs to be addressed

Improve current roads

Improve road construction/conditions

Keep it a small town atmosphere

Keep police and fire departments equipped and well paid. Promote good feelings for those departments.

Keep Tumwater small

Leave everything alone

Links supported by the lakes

Love to see the flow of traffic in Tumwater improve. Three thefts near home-drug related. Focus on drugs.

Love Tumwater

lower taxes

Mass transit in outlying areas of Tumwater for instance 70th, which is showing more and more people, mixing low income and high income neighborhoods. See Olympia/Canada housing models

More bars and pubs

More homeless

More housing

More neighborhood watch programs.

More recreational activities

More restaurants and movie theaters

More shopping, whole foods

More sidewalks, no side walks in Black Lake which has an elementary school. Trosper also needs more sidewalks.

More straight forwardness, be realistic, say what you want.

More taxis. More safe bike routes

Much cheaper housing for the poor

need a downtown for employment

Nothing to add

Parks invent new things and change very 6 months

Part of the Capital Blvd implement the decisions.

People are not impressed with city. No tourist attractions. Employees of city always changing housing.

preserve native trees

preserve the small town charm

Provide safe community - should be top of list

Providing adequate infrastructure to deal with traffic that the big box stress attract.

Providing for a variety of income levels

Reduce property taxes

retaining the quality of existing neighborhoods by not encroaching on them with commercial/industrial buildings.

Road maintenance

Roads

Roads

Set a goal to decrease homelessness and have city center south of Trosper Road.

Sidewalks!

Something to promote small business

Stabilize housing prices

Stop trying to pave over everything

Storm water control and road maintenance

Straighten out South St.

Support small business and increase/attract small business to the core of the city. Create a more downtown/core. Tumwater is scattered.

Things for teenagers to do.

To work on safer roads, too narrow, underwater.

Too many dogs, noise, too much loitering.

Traffic control and enforcement of speed laws. Pedestrians are unsafe.

Trails, sidewalks, outskirts, transit.

Transportation

Transportation problem. New roads. Corner by Safeway.  
Tumwater beginning to sound like neighborhoods in Seattle or Tacoma - Does not want that to happen.  
Tumwater town center developed soon.  
Wider public transportation grid  
Winter activities (skating ring...covered), indoor batting cages.  
Wish were more strategic  
Workforce in Tumwater  
Working better with people. Get rid of the dam and put in marina at the low end of the falls. Making it an economic hub again, brewery would create business and bring people in.

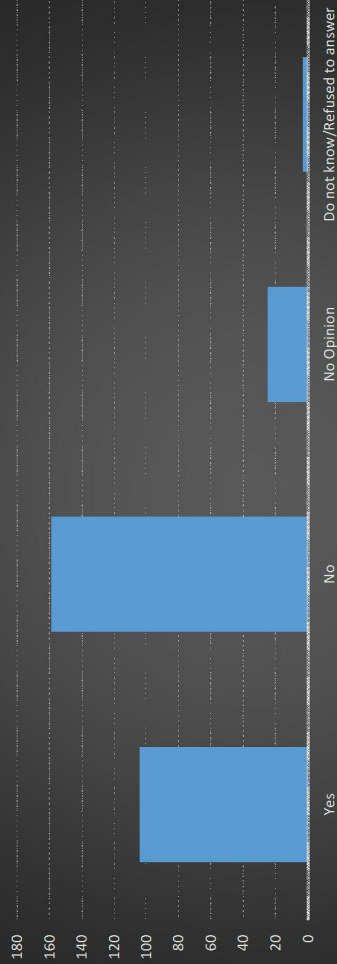
### Is there anything else you would like us to convey to your City leadership?

Response	Count	Percent
Yes	104	35.7%
No	159	54.6%
No Opinion	25	8.6%
Do not know/Refused to answer	3	1.0%
<b>Total</b>	<b>291</b>	<b>100.0%</b>

#### Comments provided:

Animal control. It is really bad. Dead animals on the streets.  
 Antique store needs to stop putting stuff outside, it looks trashy. Living by a park and it needs to be patrolled more.  
 Anything they do, they need to involve intercity transit.  
 Be practical - quite the unicorn/rainbow dreams  
 Capital Blvd traffic is too much of a mess  
 concerned about abandoned brewery  
 continue to maintain existing outdoor activities and rec. facilities before expanding with new ones.  
 crosswalk on U-street make the city more walkable in general.  
 Develop energy efficient homeless housing (solar power).  
 Develop the brewery property  
 Disneyworld  
 Doesn't want most of the land to be converted into housing and urbanization  
 Doing a good job  
 Doing ok.  
 Doing well  
 don't raise taxes  
 Educate on bullying in schools (elementary schools).  
 Either make Turnwater its own town or merge with Olympia.  
 Encourage more restaurants  
 Establish a main street that is suitable for Turnwater  
 Feels city has spent enough money on things already that were not necessary.  
 Fix Capital Blvd.  
 Fix roads!! Not a new firehouse.  
 Fix roads; keep current parks, not build new ones. Turnwater neighborhoods not well connected. Repurpose current parks.  
 Fix the roads  
 Fix the roads! Elderly and hate the roads.  
 Fix the streets Capital Blvd. repaved  
 Fix Trosper road  
 focus on outskirts of town rather than the neighborhoods.  
 Focus on the youth because the rural areas are full of drugs keep them occupied  
 Get real. Private enterprise must survive. Disenchanted with the questions.  
 Give affordable housing while preserving trees and forests. Give kids safe ways to get to school without having to be worried about safety. Enforce speed limits. Provide more fun things to do that are affordable for all.  
 glad doing survey, hope it is acted on.  
 Good restaurants are lacking  
 Happy  
 Hard to find sense of community in Turnwater.  
 He drives n Olympia everyday and sees artesian well, too many homeless people there. Does not want to see Turnwater in this situation.  
 Homeless village (Quixote)  
 Homeowners assn. rules are too overbearing  
 I appreciate Mayor Pete for being invested in the community.

### Is there anything else you would like us to convey to your City leadership?



City of Turnwater Survey - February 2016



Important to complete trails to communities so there is interaction with all people.

Improve roads

improve/develop resources for the police department.

Instead of putting up speed bumps, just add cops.

It is a great place.

Joan Cathey is realistic. Thank you for that.

Keep taxes where they are or decrease them if possible - senior citizen on fixed income.

Keep Tumwater small

Life long resident, bicycle commuter, you make your own path, enjoys history of town, focus on history of town.

Little done for seniors

Love the way the main streets are done. Hundreds of flowers.

Lower bills for people who do not have the income.

lower taxes

Maintenance people say her community water pipes are getting old. More emphasis on aging sections of housing, older developments need maintenance at a higher level.

Make Capital Way more appealing.

Make it a beautiful place, but watch out for impacting people's homes and livelhoods.

Make the whole town nice

Mayor doing a good job

More bike paths

more food choices

more housing for low rent people.

More money on outskirts of town

More neighborhood patrols. More vandalism issues!

More outreach programs

More parks

more transit stations

need a downtown, walking neighborhoods

Need to fill-in missing sidewalks

Need to keep sidewalks maintained, maintained vegetation, enforce speed limits in neighborhoods.

Need to work on police presentations (jerk police officers)

No good radio.

not at this time but administrators are great.

Not too many roundabouts, do not put in too many.

Obstacle courses

Over crowding in schools

Pave Capital Blvd.

Please fix roads on outskirts of town

Please fix the roads in our area code.

Police are purposely protecting racial minorities. City has no pride. U.S. attorney told him to sue city. Was told city is a "sanctuary city."

Police could be improved. Small crime is common. Do stuff about it and take action with break ins.

Police force is awesome

Policing neighborhoods, homes are being broken into. More police patrol in neighborhoods.

Pool. Really want a community pool.

Pool. Decisions are being made and the community is finding out too late.

Problem with adding new things is that it costs money and not all use it. Questionnaire sounds slanted and biased.

Problems in the future with drug abuse-something to be aware of.

Roads need fixing

Roads/streets need development.

Salmon hatchery - make it a park like thing - trails on Deschutes River - signature community event.

satisfied

Should ask themselves if Tumwater is a viable entity. Tumwater/Olympia boundaries mix, need synergy.

Side streets, want more speed bumps and stop signs.  
Sidewalks, senior housing  
Small town....keep it small  
Solve traffic issues during rush hour (Capital Blvd.)  
Something about the brewery  
Spend money wisely, police all wearing black, kids are scared of them.  
Streets could use work (all streets, not just in the city). E St. construction needs to be finished  
Tell them to get rid of fireworks (public use). They go off at unreasonable hours. Bring back family movie night in summer. Do something with brewery, shops, apts for jobs. Something.  
Thank you for your service.  
They are doing a good job  
They should apply discretion in just building in the neighbors.  
This survey is asking the wrong questions. It should be on safety instead of parks/rec.  
Tons of empty lots around city hall plus those need to be developed. Need more shopping and recreation closer to center of town.  
Traffic along Capitol Blvd, Trosper, Littlerock Rd. - congestion to high.  
transparency  
Transparency is the key to trust.  
Transportation (buses) need to be fixed  
Transportation is important, especially since downtown Olympia is losing parking. Transportation needs to improve.  
Tumwater does not have own zip code. Sales taxes go to Olympia. Small town feel of Tumwater should be shared with Lacey and Olympia.  
Tumwater has improved; schools are better plus more diversity. More economic diversity is good.  
Tumwater has need for increased manufacturing to bring in more wealthier people to improve community. Tumwater has potential to grow with the land that is here.  
Tumwater is great the way it is.  
want all parks to be affordable for all people to go as entry into some State parks is expensive. Want to include all peoples opinions by going to them in person and collecting their opinions.  
What will they do with brewery? Something needs to be done with it.  
Why is Taco Bell closed?  
Wonderful that fire department was around at Christmas time. Love 4th of July celebration, brings community together. City council meetings run well.  
You should provide the basic needs. No more and no less. Stay out of recreation , transportation, and health.

### How important are each of the following as a news sources you use?

Strongly Agree (SA) - Agree (A) - Neutral (N) - Disagree (D) - Strongly Disagree (SD) - No Opinion (NO)

Category	Count						Percentage							Total
	<u>SA</u>	<u>A</u>	<u>N</u>	<u>D</u>	<u>SD</u>	<u>NO</u>	<u>SA</u>	<u>A</u>	<u>N</u>	<u>D</u>	<u>SD</u>	<u>NO</u>		
Newspaper/periodical	59	88	52	92	49	7	17.0%	25.4%	15.0%	26.5%	14.1%	2.0%	347	
Social Media	66	129	61	57	21	11	19.1%	37.4%	17.7%	16.5%	6.1%	3.2%	345	
Radio	78	125	70	56	11	6	22.5%	36.1%	20.2%	16.2%	3.2%	1.7%	346	
TV	85	158	60	33	8	5	24.4%	45.3%	17.2%	9.5%	2.3%	1.4%	349	
Word of Mouth	70	135	75	40	13	11	20.3%	39.2%	21.8%	11.6%	3.8%	3.2%	344	
On-line News Source	99	146	41	39	10	12	28.5%	42.1%	11.8%	11.2%	2.9%	3.5%	347	
Electronic News Alerts	56	113	61	74	10	16	17.0%	34.2%	18.5%	22.4%	3.0%	4.8%	330	
Other*	5	14	15	2	2	10	10.4%	29.2%	31.3%	4.2%	4.2%	20.8%	48	

#### \*Comments provided:

Little more senior help. Not much as far as senior care.

Magazines

Mailings from the city and mail things to senior centers and local churches.

Need own TV station

Phone

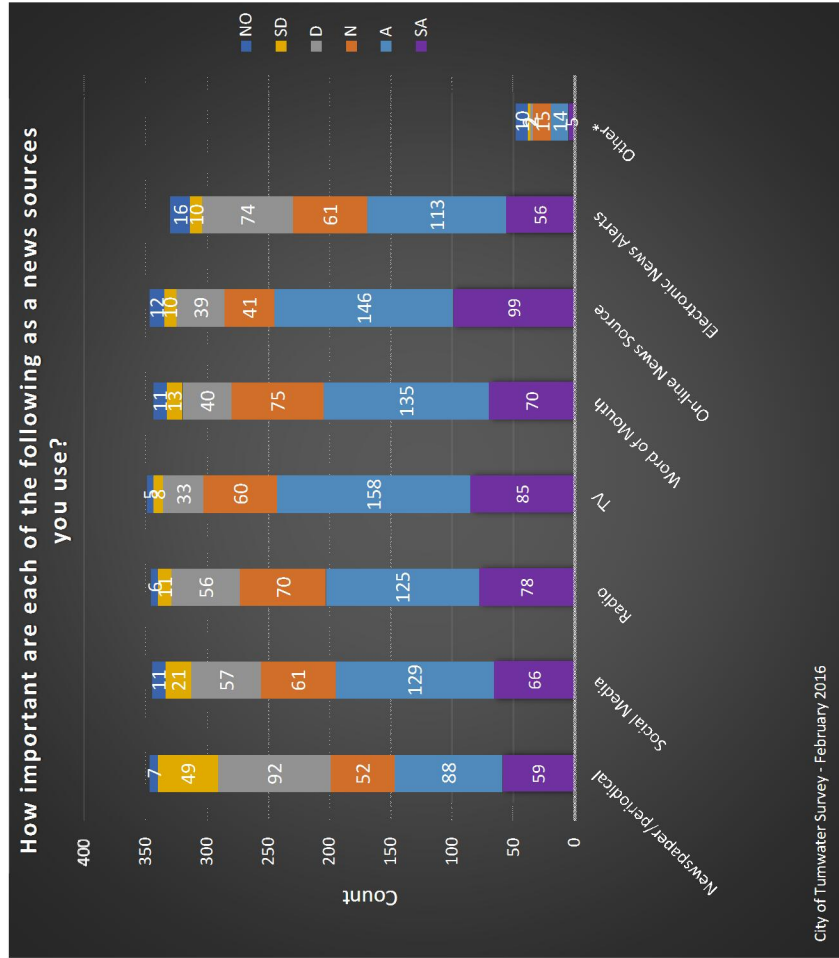
Radio/email alerts

School newsletter

Senior organizations

work

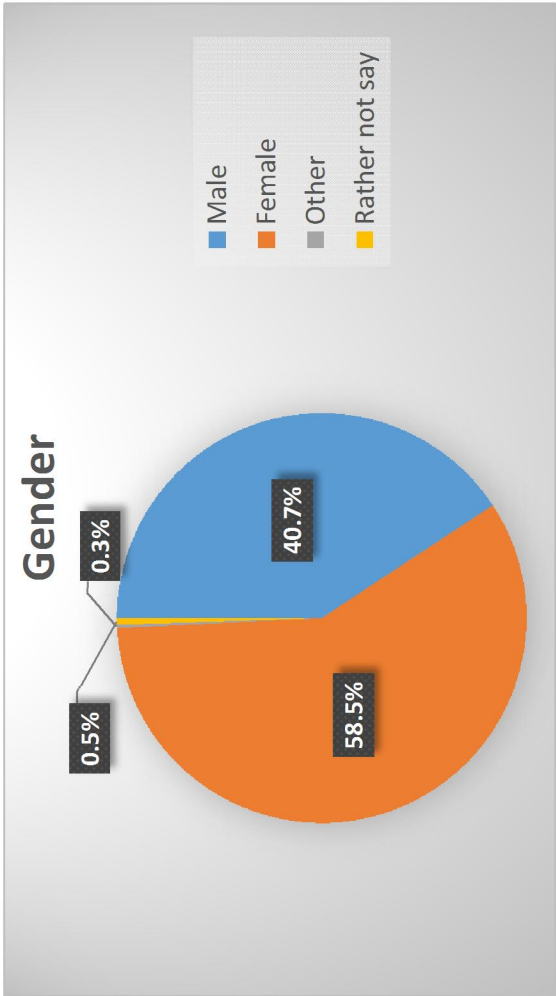
You tube



City of Tumwater Survey - February 2016

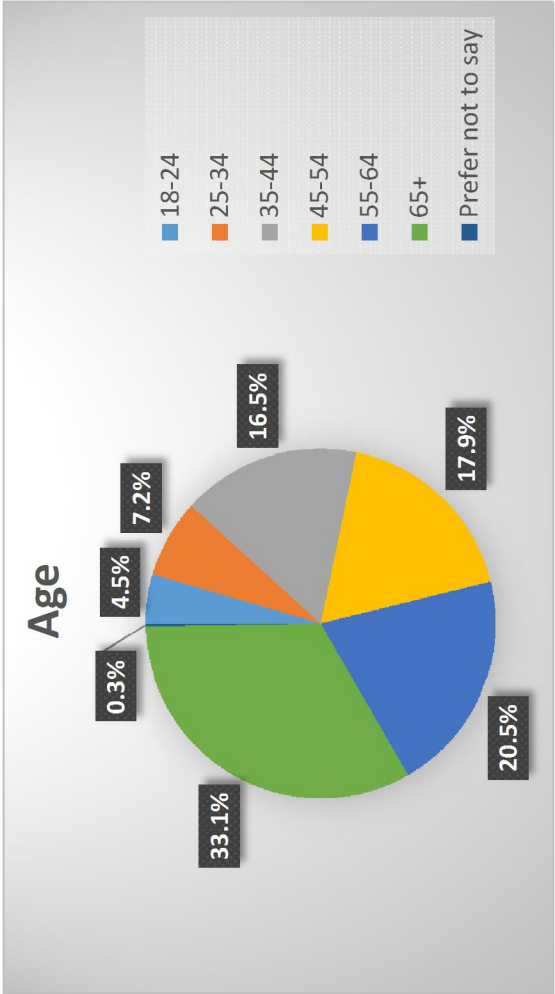
What is your gender?

Category	Count	Percent
Male	156	40.7%
Female	224	58.5%
Other	1	0.3%
Rather not say	2	0.5%
Total	383	100.0%



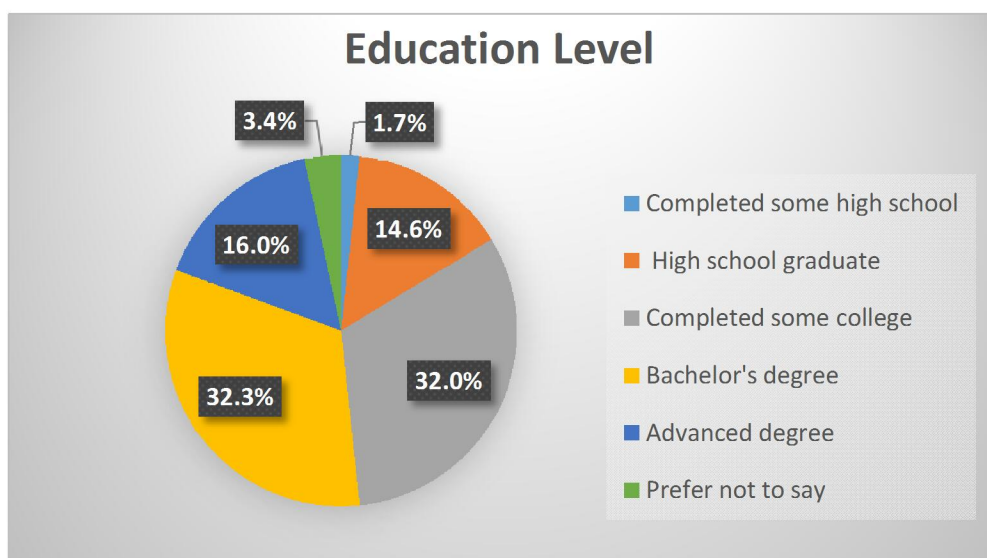
Please stop me when I reach the category that includes your age

Category	Count	Percent
18-24	17	4.5%
25-34	27	7.2%
35-44	62	16.5%
45-54	67	17.9%
55-64	77	20.5%
65+	124	33.1%
Prefer not to say	1	0.3%
Total	375	100.0%



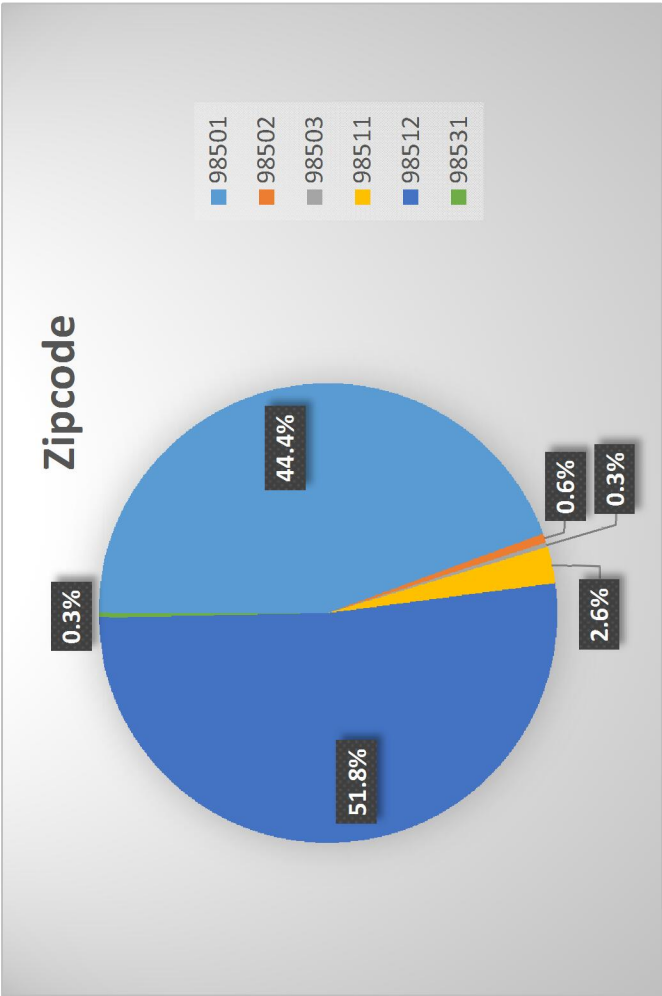
**What is the highest level of education you completed?**

Category	Count	Percent
Completed some high school	6	1.7%
High school graduate	52	14.6%
Completed some college	114	32.0%
Bachelor's degree	115	32.3%
Advanced degree	57	16.0%
Prefer not to say	12	3.4%
Total	356	100.0%



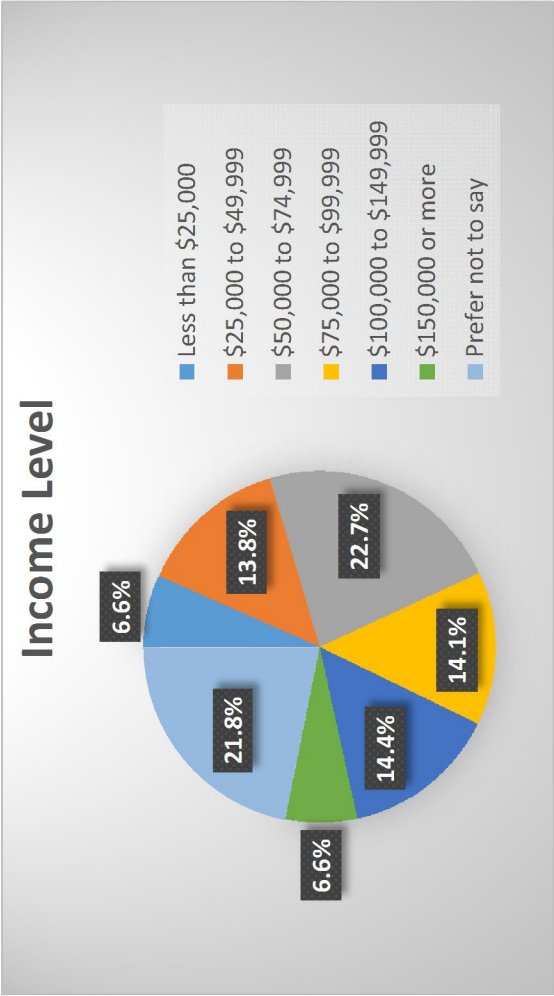
What is the zip code of your primary residence?

Category	Count	Percent
98501	138	44.4%
98502	2	0.6%
98503	1	0.3%
98511	8	2.6%
98512	161	51.8%
98531	1	0.3%
Total	311	100.0%



Please stop me when I reach the category that includes your household's total annual income from all sources and all residents at this address during the past 12 months.

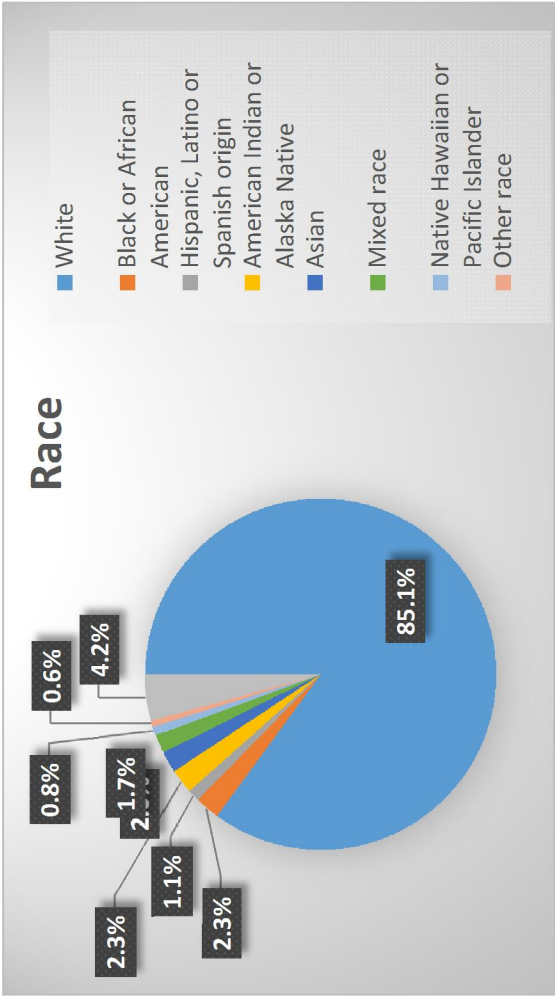
Category	Count	Percent
Less than \$25,000	23	6.6%
\$25,000 to \$49,999	48	13.8%
\$50,000 to \$74,999	79	22.7%
\$75,000 to \$99,999	49	14.1%
\$100,000 to \$149,999	50	14.4%
\$150,000 or more	23	6.6%
Prefer not to say	76	21.8%
Total	348	100.0%





What is your race or origin?

Category	Count	Percent
White	302	85.1%
Black or African American	8	2.3%
Hispanic, Latino or Spanish origin	4	1.1%
American Indian or Alaska Native	8	2.3%
Asian	7	2.0%
Mixed race	6	1.7%
Native Hawaiian or Pacific Islander	3	0.8%
Other race	2	0.6%
Prefer not to say	15	4.2%
Total	355	100.0%



Add another Wells Fargo and Bank of America  
 Already have enough taxes. Need to manage our money better.  
 City programs are advertised poorly or not aware until last minute. Also there are already enough parks. They just need to be maintained.  
 Code enforcement said Hispanics must be left alone. Killed 47 rats since neighborhood is overpopulated. Three incidents where gunfire has occurred. Other neighbors heard as  
 Concerned with Capital Way w roundabouts.  
 construct indoor pool  
 Create more lights for neighborhood parks for safety. More bus choices from BHHS to Tumwater Library  
 Current senior center is too small.  
 Did not like survey.  
 Feels like Tumwater is degrading since the brewery left.  
 Focus on just keep up current parks, which there are problems with now.  
 Go to Lacey and Olympia for all events.  
 Great ideas but who will pay for this? Elderly are already being taxed out of their homes. Tax the younger people more than the elderly people.  
 Great parks! Nicely cleaned.  
 Largest property taxes already  
 Lots of traffic  
 More cops and firefighters.  
 Need to fix roads  
 No tax increase. Work on brewery to bring businesses back in. No parks.  
 Note: taxes are pretty high for house. Higher than Zillow for property tax  
 Only raise taxes to improve roads and sidewalks  
 Pete is a great Mayor! Want a dog park. More playgrounds.  
 Really like living in Tumwater  
 See notes to Q9 & Q12  
 Stay small  
 Streets need to be fixed. Open park around B Street.  
 The City of Tumwater has a history of poor planning  
 The cost of parks and recreations is too high for the city to maintain. Tumwater doesn't understand affordable housing...it does not exist.  
 There are State parks. No need for city to pay for it.  
 There is already a lot of affordable housing.  
 Too many bike lanes on the road. Turn area by brewery into a development and tie it into historic site; lots of potential there to attract visitors.  
 Tumwater growing too fast. Too many duplexes.  
 Tumwater needs to start working.  
 Was not aware of Crosby's house until survey and excited to go check it out.  
 Worried that any tax increase will not go to new things.

## Appendix D: Land Use and Housing Survey Results

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### 4 TUMWATER UNIVERSITY CONCLUSIONS

## 2015 TUMWATER UNIVERSITY PARTICIPANT NOTES

### WHAT DO YOU ENJOY ABOUT THE CITY OF TUMWATER?

Accessible-2	Airport
Annexation	Bike lanes-2
Black Lake Elementary School	Carlyon Neighborhood Association
City is well managed and coordinated	Close to Olympia
Collaboration with Olympia on garbage	Commercial district-central
Community engagement efforts-2	Deer
Family focus	Farmer's market
Fire Department/Santa Fire Truck	History, historical areas, river front-2
Jim Brown's legacy	Library-3
Location	Mix of neighborhoods
Nice people	Neighborhood stability
Old Town Center-senior/Youth program	Olympia Indoor Soccer
Parks-6	Police Department
Raising of the flag	Recreation program
Redevelopment=green	Rural/small town feel-2
Safe feeling	Suburban feel but still close in
TBD-elegant solution and grace	Things are close together
Thurston County collaboration	Trails Plan
Tumwater High School sports complex	Tumwater School District-3
Tumwater University	Youth programs
Community Events (tree lighting, 4 <sup>th</sup> of July)-2	
Consistent architectural design (City buildings, library, Tumwater look)	
Customer oriented (Planning, Public Works, Parks & Recreation, storm water)	
Shopping (Walmart, Costco, Fred Meyer, Home Depot)	
Traffic-mostly only in rush hour, not as bad as a lot of places, easy to get around	

### WHAT CHANGES IN THE CITY OF TUMWATER WOULD YOU LIKE TO SEE IN THE FUTURE?

#### Group 1

- Brewery redevelopment (1 marker)
- Keep doing strategic partnerships (3 markers)
- Property tax change revenue (1 marker)

#### Topic: Strategic partnerships

- State and regional
- Higher education
- Health
- State agency involvement

#### Group 2

- Adult sports leagues (3 markers)
- Capitol and Trospen fix (1 marker)
- Custer to Boston left
- Don't put gas stations on corner (1 marker)
- Fix the border between Olympia and Tumwater
- Have Tumwater University in Schools (4 markers)
- Improve walkability (2 markers)
- More police in Carlyon neighborhood, speeders (1 marker)
- Places for posters and flyers (school events) (1 marker)

## 2015 Tumwater University Participant Notes

## Page 2

## Topic: Have Tumwater University in schools

- Have interns teach it to high school students
- A club at school
- After school activity
- Make Tumwater University a family event

## Group 3

- Brewery (4 markers)
- City rates at golf course for Tumwater residents (5 markers)
- Family style restaurants
- L.A. Fitness (1 marker)
- National advertising for business and industry (1 marker)
- Parking meters
- Public pool
- Trosper Road intersection-Starbucks (4 markers)

## Topic: City rates at golf course for Tumwater residents

- Pro and con list from parks department
- What are the issues, study
- Parks advisory

## Group 4

- Capitol Blvd/Trosper
- Development, transparency (2 markers)
- Hire more mgmt. interns (1 marker)
- Olympia/Tumwater border (1 marker)
- More parks maintenance staff
- Slow park development (2 markers)

## Group 5

- 70<sup>th</sup> Ave. lighting
- Brewery (4 markers)
- Capitol Blvd Starbucks (1 marker)
- Lack of public meeting space (2 markers)
- Intersection of Capitol and Trosper (5 markers)
- Parking-Fred Meyer area
- Some roads (2 markers)
- South Capitol/99 (1 marker)

## No topic listed (group 4 or 5)

- What does the community want/need, driving force
- Taxes/donations

## Group 6

- Athletic complex-indoor and outdoor (2 markers)
- Better branding of Tumwater identity (2 markers)
- Brewery redevelopment (3 markers)
- Capitol/Trosper traffic
- Centralized community gathering place (3 markers)
- Local businesses, eateries and shops

## 2015 Tumwater University Participant Notes

## Page 3

## Group 6 (continued)

- More parks
- Municipal internet
- Pool and a waterslide (1 marker)
- Youth center (1 marker)

## No topic listed

- Bond program
- Grants
- Private partnership

## Group 7

- Clean up downtown
- Distinct City center (4 markers)
- Expand farmer's market (1 marker)
- More "complete streets" (4 markers)
- More local businesses (1 marker)
- Zoning against fast food/strip malls - more for casual community gathering (2 markers)

## Topic: Distinct City center, zoning, more "complete streets"

- Brewery/Capitol Blvd
- Southgate mall
- Like "Kent Commons"

## WHAT WOULD YOU LIKE TO SEE IN YOUR NEIGHBORHOOD?

- |  |   |
|--|---|
| Access to affordable quality food  | Active Home Owners Associations           |
| Better transit network-3   | Block parties, picnics                    |
| Bus stop placement   | Community coordinator                     |
| Covered school bus shelters  | Dog park                                  |
| Food bank  | Fundraising                               |
| Get info. out to people to help/fill gaps  | More events not related to holidays       |
| More sidewalks/bike lanes-4  | Municipal broadband                       |
| Parks  | Place for kids to hang out                |
| Pocket parks   | Small stores (bakery)                     |
| Streamlined permitting   | Topic of the Month                        |
| Walking trails connecting neighborhoods  | Walking tours                             |
| Traffic calming for neighborhoods  | Park on Trosper (nature preserve, trails) |
| Business tax incentives (i.e. developers, retailers, etc.)                         |   |
| Trails end-purchased by City for gatherings and performances                       |   |
| Clean streets, parking lots, litter free, cleaner drains-2                         |   |
| Communication from City (how to have a block party)                                |   |
| Community Center-with stage for performances, neighbor connections                 |   |
| Community gathering (music, restaurants, bars, family gathering)-4                 |   |
| Community gardens (Grants by City, Partner with GRUB, park or private area)-2      |   |
| Identifiable town center Housing for all (Habitat for Humanity)                    |   |
| Transportation, mixed use housing/retail, community meeting area-2                 |   |
| More neighborhood association support (form official association then a coalition) |   |
| Pet waste bag dispensers, receptacle for disposal                                  |   |
| Repurpose railroad tracks (walking, biking, etc.)                                  |   |
| Tax break for businesses willing to take older structures for renewal              |   |

## 2016 Tumwater University Participant Notes

### GROUP 1: WHAT DO YOU ENJOY ABOUT THE CITY OF TUMWATER?

4 <sup>th</sup> of July activities/parade	Airport
City government (type)	Close proximity to a lot
Farmers Market	High schools
Lack of development on river	Library
Local Agriculture	Police/Fire Departments (part of City)
Post office	Proximity to I-5
Retail and restaurants	Roads
Roundabouts	Safe community
Small town atmosphere	Tumwater Falls Park
Tumwater University	Wildlife

### WHAT CHANGES IN THE CITY OF TUMWATER WOULD YOU LIKE TO SEE IN THE FUTURE?

(Markers indicate priority voting)

Architectural standards (1 marker)	Buses stopping in road
Combating vandalism (1 marker)	Distinctive downtown (4 markers)
Dog park (1 marker)	More parks (2 markers)
More trails (2 markers)	Our own zip code (3 markers)
Speed patrol (2 markers)	Traffic-Trosper-Littlerock/Capitol-Custer
	Traffic-Custer-Cleveland (5 markers)

### Possible Solutions

#### Traffic Congestion

- Reroute traffic out of congested areas
- Emphasis on traffic patrols
- Promote multi-model transportation
- Better crosswalks and walking opportunities

#### Distinctive Downtown

- Identify where it should be
- Business support/small business

### GROUP 2: WHAT DO YOU ENJOY ABOUT THE CITY OF TUMWATER?

Central shopping	City is well respected
Diversity in culture, living environment	Community Support
Economic opportunities (growth)	Everything is close
Farmland	History
Location	Parks
Realization of opportunities	Schools (spirit too)
Traffic is not so bad	

### WHAT CHANGES IN THE CITY OF TUMWATER WOULD YOU LIKE TO SEE IN THE FUTURE?

Community gardens	Local restaurants (4 markers)
Parking site lines at intersections	Parks plan funding (6 markers)
Redevelop vacant buildings (4 markers)	Social services
Trails not sidewalks (3 markers)	Walkable shopping district (1 marker)
Youth job development (2 markers)	Bike lanes/Transportation Alt. (1 marker)

2016 Tumwater University Participant Notes  
Page 2

Possible Solutions

Local Restaurants

- Land use/zoning
- Public/private partnerships to promote development
- Limit corporate chains

Redevelop vacant buildings

- Brewery
- Work to limit skeleton buildings
- Building momentum with positive portfolio of available spaces

Parks Plan Funding

- Market parks plan-inform community
- Sell the plan to community-community goes to City Council

GROUP 3: WHAT DO YOU ENJOY ABOUT THE CITY OF TUMWATER?

- |                           |                            |
|---------------------------|----------------------------|
| Awesome Police Department | Bike-ability               |
| City staff                | Growing sense of community |
| Roundabouts               | Still a small town         |
| Volunteer program         |                            |

WHAT CHANGES IN THE CITY OF TUMWATER WOULD YOU LIKE TO SEE IN THE FUTURE?

- |   |                           |
|---|---------------------------|
| Bikes-rules of the road (3 markers)                     | Dog park (1 marker)       |
| Mixed use-residential/business                          | Movie theater (3 markers) |
| Noon traffic (Capitol/Trospen)                          | Swimming pool (5 markers) |
| On/Off ramps-Israel Road/I-5                            |                           |
| Street lights-Black Lake Belmore Elementary (3 markers) |                           |
| No right turn on red (Littlerock to Trospen) (1 marker) |                           |

Possible Solutions

Littlerock and Trospen

- Signage

Swimming Pool

- Capital campaign (City and School)
- More than single use facility

Dog Park

- Land swap with county (Kennydale)

Bike Safety

- Enforcement

GROUP 4: WHAT DO YOU ENJOY ABOUT THE CITY OF TUMWATER?

- |                              |                                  |
|------------------------------|----------------------------------|
| Airport                      | Brewery                          |
| Can have larger lots         | Farmers market                   |
| Good education               | I-5 access                       |
| Larger roads                 | Library                          |
| Littlerock business district | Live and work in Thurston County |
| Lots of jobs                 | New bike lane on Capitol         |



## 2016 Tumwater University Participant Notes

### Page 3

#### GROUP 4: WHAT DO YOU ENJOY ABOUT THE CITY OF TUMWATER? (continued)

Olympia/Lacey/Tumwater relationship	Parks
River access	Small population
Tumwater University	Visionary leaders

#### WHAT CHANGES IN THE CITY OF TUMWATER WOULD YOU LIKE TO SEE IN THE FUTURE?

Alternative education models	Capitol/Trosper fix (1 marker)
Clean up Southgate (2 markers)	Destinations
Diversity of building heights	Do more with airport
Expand library hours	Live music (2 markers)
More banners	More bike lanes
More local food in schools	Racial diversity (3 markers)
Off leash dog park (2 markers)	Youth jobs
Weekend farmers market (2 markers)	Walkable neighborhoods (4 markers)
Need centers, not linear areas (1 marker)	

#### Possible Solutions

##### More Live Music

- Pioneer Park
- Tumwater Falls Park
- Battle of the Bands
- High school events not at high schools
- Restaurants (Wednesdays 6:00-9:00)
- Expand Screen on the Green
- At Farmers Market
- Studios or indoor spaces
- Rent out storage spaces

##### More Walkable Neighborhoods

- Community rain gardens
- Grocery store on Tumwater Blvd
- Good lighting
- Neighborhood welcome signs
- Connected neighborhoods with paths
- Walking tour
- Welcome packet
- Widen sidewalks
- Directional signs
- Central dog park in neighborhoods
- Clean up back side of high school
- Events- walks, parades
- Beautification and art
- Naming neighborhoods

##### More Racial Diversity

- More cultural events
- Small diverse businesses
- Culturally diverse music

2016 Tumwater University Participant Notes  
Page 4

More Racial Diversity (continued)

- Social justice curriculum
- Partner with college on events or diversity activities
- Create safe spaces for dialog

GROUP 5: WHAT DO YOU ENJOY ABOUT THE CITY OF TUMWATER?

Accessible City staff	Birding
Brewery	Clean parks
Design	Elevation
Fishing	Gardens
Greenery	Horse ranches
I-5 North and South	Library-on bus line
Location	Maintained
No dog waste	Police
Public transit on Capitol Blvd	River
Safe	Safe pedestrian lanes
Schools	Small town
SS Runners	Trail potential
Trees	Tumwater Falls Park
Tumwater football	Tumwater Hill
Vegetation	Walking distance
Wildlife	

WHAT CHANGES IN THE CITY OF TUMWATER WOULD YOU LIKE TO SEE IN THE FUTURE?

Affordable sports complex	City/School coordination
Balance Development/Vision (2 markers)	Conserve energy
Dog park (1 marker)	Green spaces (1 marker)
Homelessness (2 markers)	Metrorail-Ocean Shores (2 markers)
More trees-codes (1 marker)	Native plants (1 marker)
Neighborhood watch (2 markers)	Solar-housing
Pedestrian/Cycling-off roads (2 markers)	Tall trees
Traffic control/congestion	Trails
Training-work	

Possible Solutions

Transportation

- Make it more expensive to drive
- Reduce 1 person per car
- Car sharing
- Tax on single occupancy vehicle
- Make choices to walk
- Walking transit, etc.
- Work close to home
- Standardize project design

2016 Tumwater University Participant Notes  
Page 5

Bike and Pedestrians Separate from Cars

- Bike/car/pedestrian
- Mentor programs
- Plan
- Neighborhood trails (Bellingham)
- Winter challenges
- Subway-Metrorail
- Ride share
- Carpool

Development/Vision and Homelessness

- Resources
- Training
- Knowledge
- Job Corps-WPA
- Volunteer

GROUP 6: WHAT DO YOU ENJOY ABOUT THE CITY OF TUMWATER?

- |                      |                                |
|----------------------|--------------------------------|
| 12 flags             | Availability of City officials |
| Block parties        | Brewfest                       |
| Conveniently located | Crime rate is low              |
| Less homelessness    | Library                        |
| Parks                | River access                   |
| Santa truck          | School district                |
| Small town feel      | Volunteer opportunities        |

WHAT CHANGES IN THE CITY OF TUMWATER WOULD YOU LIKE TO SEE IN THE FUTURE?

- |   |  |
|---|--|
| Bus pullouts/bus service (1 marker)                                   | Capitol traffic control/Trosper                |
| Dog park missing (4 markers)  | Downtown-Port area                             |
| Gutter maintenance-leaves/debris                                      | Signage  |
| Turn lane on 99 south (1 marker)                                      | Senior or citizen outings-organized (1 marker) |
| October-Tombwater/fun/Octoberfest (1 marker)                          |  |
| Pedestrian, bike, trail access-lighted crossings, flashing (1 marker) |  |

Possible Solutions

- Capitol/Linderson or port area-power line
- Park/trail
- DOT building as City center
- More involvement-City government volunteering
- Who to connect with, citizen contact/liaison
- Get comprehensive plan out/more visible
- Drive slower
- Pick up trash/Adopt-a-Roadway
- More Tumwater University
- Neighborhood group support
- Kids-school involvement

## Appendix E: List of Foundational Plans and Documents

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Conservation Element, City of Tumwater  
 Economic Development Element, City of Tumwater (2010)  
 Housing Element, City of Tumwater  
 Land Use Element, City of Tumwater  
 Lands for Public Purposes Element, City of Tumwater  
 Parks, Recreation, and Open Space Plan (Element), City of Tumwater  
 Transportation Element, City of Tumwater  
 Utilities Element, City of Tumwater  
 Shoreline Master Program, City of Tumwater (2014)  
 2040 Thurston Regional Transportation Plan (2016)  
 Accountability Audit Report, Housing Authority of Thurston County (2014)  
 Annexation Area Drainage Study, City of Tumwater (2011)  
 Best Available Science for Freshwater Wetlands, State Department of Fish and Wildlife and State Department of Ecology (2005, 2013)  
 Black Lake Basin Water Resource Protection Study, Thurston Regional Planning Council (2015)  
 Black Hills Subarea Transportation Plan, City of Tumwater, Thurston County, Tumwater School District, and the Doelman Family (2003)  
 Budd/Deschutes Watershed Plan, Thurston Regional Planning Council (2009)  
 Broadband Feasibility Assessment with Cities of Olympia, Tumwater and Lacey, Thurston County Public Utility District (2015)  
 Brewery Action Plan, City of Tumwater (2016)  
 Brewery District Plan, City of Tumwater (2014)  
 Buildable Lands Report for Thurston County, Thurston Regional Planning Council (2014)  
 Capitol Boulevard Corridor Plan, City of Tumwater (2015)  
 Capital Facilities Plan (2014 – 2020), Tumwater School District (2014)  
 Capital Facilities Plan (2016 – 2021), Olympia School District (2015)  
 Capital Facilities Plan, City of Tumwater (2016-2021)  
 Cities of Lacey, Olympia & Tumwater Urban Trails Plan (2005)

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- City of Tumwater Resource Conservation Management Program (Phase 1 and 2) - Energy Conservation Assessment, State General Administration and Washington State University Extension Energy Program (2008)
- Citywide Design Guidelines, City of Tumwater (2016)
- Coastal Zone Atlas, State Department of Ecology (2014)
- Comcast Franchise Agreement, City of Tumwater and Comcast (2009)
- Comprehensive Assessment of Demand-Side Resource Potentials, Puget Sound Energy (2016-2035)
- Comprehensive Emergency Management Plan, City of Tumwater (2010)
- Comprehensive Stormwater Implementation Plan, City of Tumwater (2002, 2016 Plan in development)
- Correspondence with the State Department of Natural Resources Staff (1992)
- County-Wide Planning Policies, Thurston County (2015)
- Custom Soil Resource Report for Thurston County Area, Washington – 2016 Tumwater Soil Survey, U.S. Department of Agriculture (2016)
- Deschutes Riparian Habitat Rehabilitation Plan, City of Tumwater (1993)
- Deschutes River, Percival Creek, and Budd Inlet Tributaries Total Maximum Daily Load Water Quality Improvement Report and Implementation Plan, WA Department of Ecology (2015)
- Determination of Threatened Status for Bull Trout in the Coterminous United States, Federal Register (64):58910-58933, U.S. Fish and Wildlife Service (1999)
- Drainage Design and Erosion Control Manual for Tumwater, City of Tumwater (2010, as amended)
- Endangered and Threatened Species: Regulations Consolidation, Final Rule, Code of Federal Regulations Volume 50 Part 223.102, National Oceanic and Atmospheric Administration (1999) (Chinook Salmon)
- Endangered and Threatened Wildlife and Plants, Endangered Status for Taylor's Checkerspot Butterfly and Threatened Status for the Streaked Horned Lark, Final Rule, Federal Register Volume 78:61452, U.S. Fish and Wildlife Service (2013)
- Endangered and Threatened Wildlife and Plants, Threatened Status for Oregon Spotted Frog, Final Rule, Federal Register Volume 79:51658, U.S. Fish and Wildlife Service (2014)
- Final Report for the Community Visioning Project – Former Olympia Brewery, City of Tumwater (2011)

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Fire Master Plan, City of Tumwater (2009)  
 Flood Hazard Map, City of Tumwater  
 Flood Insurance Studies and the Flood Insurance Rate Maps, Federal Emergency Management Agency (2012 – 2016)  
 Floodplain Overlay Ordinance, City of Tumwater (2016)  
 Geologic Map of the Centralia Quadrangle, Washington, State Department of Natural Resources (1987)  
 GIS Thurston County Floodplain Mapping  
 Habitat Conservation Plan, City of Tumwater (In development 2016-17)  
 Handbook No. 210, U.S. Department of Agriculture  
 Integrated Resource Plan, Puget Sound Energy (2015)  
 Intercity Transit Strategic Plan (2016-2021)  
 Inventory of Abandoned Coal Mines in the State of Washington, US Department of Interior / State Department of Natural Resources (1985)  
 Landscape Planning for Washington's Wildlife: Managing for Biodiversity in Developing Areas, State Department of Fish and Wildlife (2009)  
 Liquefaction Hazards Map, State Department of Natural Resources  
 Littlerock-70th Avenue Annexation Area Drainage Study (Part of the Littlerock-70th Avenue Annexation in 2008), City of Tumwater (2011)  
 Littlerock Road Subarea Plan, City of Tumwater (2006)  
 Management Recommendations for Priority Habitat and Species (Multiple Documents), State Department of Fish and Wildlife (1991 – 2011)  
 Memorandum of Understanding: An Urban Growth Management Agreement, Tumwater and Thurston County (1988)  
 Memorandum of Understanding: Urban Growth Area Zoning and Development Standards, Tumwater and Thurston County (1995)  
 Mineral Resource Land Classification System (WAC 365-190-070), State Department of Natural Resources (2015)  
 Multiple Additional ESA Documents described in the Environmental Conservation Online System  
 Natural Hazards Mitigation Plan for the Thurston Region (2009)  
 New Market Historic District Master Plan, City of Tumwater (1993)  
 Northern Thurston County Groundwater Management Plan (1992)

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Northwest Regional Forecast of Power Loads and Resources 2016 through 2025, Conference Committee

Old Brewery Long Range Plan, City of Tumwater (1996)

(Old Brewhouse) Phase I Environmental Site Assessment, City of Tumwater (1997)

(Old Brewhouse) Phase II Environmental Site Assessment, City of Tumwater (1997)

(Old Brewhouse Complex) Estimated Market Value Report, City of Tumwater (1997)

(Old Brewhouse) Tumwater Historic District Infrastructure Analysis Summary of Findings, City of Tumwater (2005)

Olympia Brewery Report-Grant No.FYO5-61005-009, City of Tumwater (2006)

Pacific Northwest Loads and Resources Study, Bonneville Power Administration (2014)

Pacific Northwest Power Supply Adequacy Assessment for 2020, Pacific Northwest Power and Conservation Council (2015)

Percival Creek Drainage Basin Plan, Thurston Regional Planning Council (1993)

Pipeline and Hazardous Materials Safety Administration Strategic Plan (2012-2016)

Pipeline Safety Act, Washington State (Chapter 81.88 RCW) (2007)

Police Master Plan, City of Tumwater (2001)

Population and Employment Forecast for Thurston County Final Report, Thurston Regional Planning Council

Port of Olympia Comprehensive Plan (2003)

Port of Olympia Comprehensive Scheme of Harbor Improvements (2015)

Port of Olympia Master Plan (2016)

Port of Olympia Airport Master Plan (1996)

Priority Habitats and Species Data Base, State Department of Fish and Wildlife (Updated annually)

Priority Habitats and Species List, State Department of Fish and Wildlife (1999)

Private Forest Land Grades, State Department of Revenue

The Profile, Thurston Regional Planning Council (October 2015)

Public Utility District No. 1 of Thurston County Electric Initial Business Assessment, Thurston County PUD (2012)

Puget Sound Energy Annual Statistics (2015)

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Puget Sound Energy Franchise Agreement, City of Tumwater and Puget Sound Energy (2015)

Railroad Right of Way Preservation and Use Strategy for the Thurston Region (1992)

Regional Transportation Improvement Program, Thurston Regional Planning Council (2016-2019)

Salmon Creek Comprehensive Drainage Basin Plan, City of Tumwater (2004)

Sanitary Sewer Comprehensive Plan, City of Tumwater (2015)

Seventh Northwest Conservation and Electric Power Plan, Appendix M Climate Impacts, Northwest Power and Conservation Council (2016)

Soil Conservation Service Soil Survey of Thurston County, U.S. Department of Agriculture (1958)

State Energy Data System, U.S. Energy Information Administration

State Office of Financial Management Data

Steep Slopes Map, State Department of Natural Resources

Strategic Plan (2010-2014), City of Tumwater

Sustainable Thurston, Thurston Regional Planning Council (2013)

Sustainable Thurston Energy White Paper, Thurston Regional Planning Council (2011)

Threatened Species Status for the Olympia Pocket Gopher, Roy Prairie Pocket Gopher, Tenino Pocket Gopher, and Yelm Pocket Gopher, With Special Rule, Federal Register Volume 79:19759, U.S. Fish and Wildlife Service (2014)

Thurston County Homeless Census Report (2016)

Thurston County On-Site Sewage Management Plan (2014)

Thurston County Solid Waste Management Plan, Thurston Regional Planning Council (2009)

Thurston Regional Drainage and Erosion Control Manual, Thurston Regional Planning Council (2009, 2016 Plan in development)

Thurston Regional Trails Plan, Thurston Regional Planning Council (2007)

Timberland Regional Library Strategic Plan: Annual Timberland Regional Library Action Plan/Progress Report, Timberland Regional Library (2014-2018)

Transportation Improvement Plan, City of Tumwater (2016-2021)

Tumwater Aerial Photographs, City of Tumwater (1989)

Tumwater Historic District Master Plan, City of Tumwater



## **Appendix E: List of Foundational Plans and Documents**

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Tumwater Land Use Inventory, City of Tumwater (1991)

Tumwater / Thurston County Joint Plan (2009)

Tumwater Town Center Street Design, City of Tumwater (2004)

US Census Data

Washington State Coal Mine Map Collection, State Department of Natural Resources (1983)

Washington State Housing Needs Assessment, Affordable Housing Advisory Board (2015)

Wastewater Resource Management Plan, LOTT Clean Water Alliance (2015)

Water System Plan, City of Tumwater (2010-2015)

Wellhead Protection Plan, City of Tumwater (2010 informal update, 2016 update underway)

Wetland Mapping for the Thurston Region, Thurston Regional Planning Council (2004)

## Appendix F: Glossary

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**Accessory Dwelling Unit** – As defined in TMC 18.04.040, a dwelling unit that is an accessory use or structure subordinate to a single-family dwelling. May be referred to as “mother-in-law” or “accessory apartment.”

**Action** – Specific tasks that are undertaken in support of goals and policies.

**Adequate Capital Facilities** – Facilities that have the capacity to serve development without decreasing levels of service below locally established minimums.

**Alluvial** – Loose soil or sediments typically made from a variety of materials such as silt, clay, sand, and/or gravel.

**Alluvial Fan** – A fan shaped mass of soil and debris deposited by a river.

**Anadromous** – A type of fish that migrates between rivers and oceans for mating seasons.

**Andesite (Andesitic)** – A type of volcanic rock typically found in subduction zones, which are places where two tectonic plates meet and one is forced under the other.

**Annex (Annexation)** – To incorporate or to add additional land into the City.

**Apiaries** – Bee hives.

**Appurtenance** – An accessory building or use.

**Aquifer** – An underground pocket of water, which is refilled by surface water that filters through the ground.

**Aquitard** – A type of soil that has a low potential to supply usable quantities of drinking water to an aquifer.

**Arterial (Minor)** – A roadway providing movement along a significant traffic corridor. Minor arterials interconnect and augment the principal arterial system. Generally, traffic on minor arterials serves the immediate local community for short to moderate trip lengths. Traffic volumes are high, although usually not as great as those found on principal arterials. Traffic speeds for minor arterials are similar to that of principal arterials.

**Arterial (Principal)** – A roadway providing movement along a major traffic corridor. Principal arterials serve major urban and activity centers and access points to the freeway. They also serve as high traffic volume corridors that carry local cross-town trips and regional pass-through trips. Traffic volumes are higher, and trip lengths are longer than those usually associated with minor arterials.

**Assessed Valuation** – The dollar value assigned to a property for to measure applicable taxes. Assessed valuation determines the value of a residence for

## Appendix F: Glossary

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tax purposes and takes comparable home sales and inspections into consideration. The value is established by the Thurston County Assessor at 100% of appraised market value and adjusted by the State of Washington to account for variations in assessment practices among counties.

**Available Capital Facilities** – Facilities, services, or financial commitments in place that provide the facilities or services within a specified time. In the case of transportation, the specified time is six years.

**Best Available Science (BAS)** – Washington State Law requires that the best available science should be used to inform decision makers and staff. Best available is scientific information that is acquired through a rigorous and valid scientific process.

**Biodiversity** – A measure of how many different types of animal and plant life live in one area.

**Bonding** – The act of issuing the debt of finance capital projects and other expenditures.

**Buffer (General)** – Any structural, earth, or vegetative form located along a boundary for the purpose of insulating or separating a structure or land use from other land uses or structures, in such a manner as to reduce or mitigate any adverse impacts of one or the other. Buffers may include, but are not limited to, vegetative berms, high shrubs, dense stands of trees, trellises, or fences.

**Buffer (Sensitive Areas)** – The area immediately adjacent to critical areas that protect these sensitive areas and, for wetlands and habitat areas, provide essential habitat elements for fish and/or wildlife.

**Capital Facility** – A physical structure owned or operated by a government entity that provides or supports a public service that is classified as a fixed asset, has an estimated cost of \$50,000 or more (except land), and typically has a useful life of 10 years or more (except certain types of equipment).

**Capital Improvement** – Physical assets constructed or purchased to provide, improve, or replace a public facility and that are large in scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multiyear financing.

**Capital Improvement Program (CIP)** – The City plan that addresses construction, repair, maintenance, and acquisition of major capital facilities and equipment. The document provides a tool for public comment and City review regarding projects planned for the next six years, including transportation, surface water management utility, water and sewer utility, park, public safety, general government, and equipment purchases.

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**Capital Program** – A plan for capital expenditures to be incurred each year over a fixed period of years to meet capital needs arising from a long-term work program. It sets forth each project or other expenditure in which the City is to have a part and specifies the full resources estimated to be available to finance the projected expenditures.

**Centennial Clean Water Program (CCWP)** – In 1986, legislation was passed which provides grants to public entities for financing water pollution control activities and facilities to protect surface and underground water from pollution. In addition, a State revolving loan program was established to provide loans or combinations of grants/loans to finance public facilities.

**Chlorine (Chlorinated)** – A chemical that is commonly used to disinfect water. In small quantities it is safe but higher quantities are known to have environmental and human health impacts.

**Clustered Development** – The grouping or attaching of buildings in such a manner as to achieve larger aggregations of open space than would normally be possible from lot-by-lot development at a given density. Clustered development may involve detached single-family residences and common-wall methods of construction, as opposed to the more traditional pattern of detached dwelling units with minimum lot sizes and setback requirements.

**Collector** – A roadway capable of handling relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

**Commercial** – Includes retail, office services, entertainment, and recreation uses, depending on the location. Retail uses are those, which provide goods and/or services directly to the consumer, including service uses not usually allowed within an office use. Commercial areas can range in size and function from small residential markets serving the immediate neighborhood to regional draws.

**Community Park** – Parks designed for and open to the public, specifically for those who live in nearby neighborhoods.

**Comprehensive Plan** – A generalized coordinated policy statement of the City Council that is adopted pursuant to the Growth Management Act.

**Concurrency** – Adequate capital facilities are available when the impacts of development occur. This definition includes the two concepts of “adequate capital facilities” and “available capital facilities” as defined above.

**Concurrent** – Happening simultaneously.

**Conserve (Conservation)** – The action of preventing harm or destruction.

## Appendix F: Glossary

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**Consistency** – That no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

**Coordination** – Consultation and cooperation among jurisdictions.

**Councilmanic General Obligation Debt** – The amount of debt that may be obligated by the legislative body without voter approval. Based on a percentage of the jurisdiction's assessed value as prescribed by statute.

**Critical Areas** – As defined in the State Growth Management Act, RCW 36.70A.030(5), the following areas and ecosystems – “(a) wetlands, streams, and minor lakes; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.”

**Debt** – An obligation to pay back borrowed money.

**Debt Limits** – The maximum amount of gross or net debt that is legally permitted.

**Demographic** – A particular section of a population categorized by a characteristic such as age, marital status, or race.

**Density** – The permissible number of dwelling units that may be developed on a specific amount of land area measured in number of dwelling units per acre.

**Density Bonus** – A greater number of units than would otherwise be permitted on a site under existing zoning, in exchange for developing in a more desirable way.

**Development** – The construction or exterior alteration of one or more structures, or a change in the type of intensity of land use, or the dividing of land, or any project of a permanent or temporary nature requiring land use modification.

**Development Activity** – Any construction or expansion of a building, structure, or use, any change in use of a building or structure, or any change in the use of land that creates additional demand and need for public facilities.

**Development Regulations** – Any controls placed on development or land use activities by the City, including, but not limited to, zoning ordinances, subdivision ordinances, rezoning, building codes, sign regulations, binding site plan ordinances, or any other regulations controlling the development of land.

**Domestic Water System** – Any system providing a supply of potable water for the intended use of a development, which is deemed adequate pursuant to RCW 19.27.097.

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**Dwelling Unit** – One or more rooms or structures providing complete, independent living facilities for one family, including permanent provisions for living, sleeping, cooking, and sanitation.

**Dwelling Unit (Attached)** – A unit that is physically connected by means of one or more common walls to another unit; that has its own exterior entrance; and that is not stacked above or below another unit.

**Dwelling Unit (Detached)** – A unit that is physically separated by setbacks from other dwelling units.

**Encumbered** – To reserve, set aside, or otherwise earmark the impact fees in order to pay commitments, contractual obligations, or other liabilities incurred for public facilities.

**Energy Efficiency** – The measurement of how well something uses energy like electricity or gas. A building is energy efficient if it can run well while using the smallest amount of energy possible.

**Enterprise Fund** – See Proprietary Fund

**Environmental Impact Statement** – A detailed statement regarding proposed actions having a significant effect on the quality of the environment (see RCW 43.21C.030(c) for further definition).

**Fee-in-Lieu** – The payment of money in place of dedicating land and/or easements as required by adopted regulations.

**Financial Commitment** – Identified sources of public or private funds or combinations thereof, which will be sufficient to finance capital facilities necessary to support development and the assurance that such funds will be timely put to that end.

**General Obligation Debt** – Debt that will be repaid mainly by taxes and other general governmental revenues. This debt includes limited and unlimited general obligation bonds, capital leases and other notes, and contracts issued with the full faith and credit of the government.

**Geologically Hazardous Areas** – Landslide hazard areas, erosion hazard areas, and seismic hazard areas.

**Goal** – The long-term end toward which programs or activities are ultimately directed.

**Groundwater** – Water that has filtered through the ground and has collected in aquifers. Groundwater is the City's main source of drinking water.

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**Growth Management** – A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

**Guaranty Fund** – A fund established by a bond issuer that is pledged as security for the payment of one or more bond issues. Normally used for Local Improvement Districts.

**High-Density Residential** – Detached or attached residential uses at 15 or more dwelling units per acre.

**Household** – A household includes all the persons who occupy a dwelling unit. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.

**Impact Fee** – A fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded public facilities required to service that development.

**Impervious Surface** – A surface which prevents or severely restricts the passage of water through it, such as asphalt, concrete, roofs, and other similar materials or surfaces.

**Industrial/Light Industrial** – Uses such as manufacturing, assembly, processing, wholesaling, warehousing, distribution of products and high technology. Light industrial areas may also include office and limited retail uses.

**Infill Development** – Development of vacant or undeveloped land in already developed neighborhoods. Often includes smaller lot size and/or smaller unit sizes.

**Infrastructure** – Physical structures that serve the common needs of the population, such as – sewage disposal systems, potable water systems, solid waste disposal sites or retention areas, stormwater systems, utilities, bridges, and roadways.

**Institutions** – Schools, churches, colleges, hospitals, governmental facilities, and public utilities for which special zoning districts are appropriate.

**Intensity** – A measure of land use activity based on density, use, mass, size, and/or impact.

**Inundation** – An overwhelming flood. Can be used literally or figuratively.

**Lahars** – The deposit left by a landslide of volcanic debris (ash, breccia, and boulders) on the side of a volcano usually caused by heavy rainfall.

## Appendix F: Glossary

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**Latecomer Fees** – Fees paid by developers or future service users for their share of past improvements financed by others.

**Leasing** – A financing technique where ownership of the project or equipment with the finance entity, and where title may or may not transfer to the City at the end of the lease.

**Level of Service (LOS)** – An indicator of the quantity or quality of service provided by, or proposed to be provided by, a facility, or service based on and related to the operational characteristics of the facility. Level of Service standards are the City's adopted minimum acceptable level of service.

**Levy Lid** – A statutory restriction on the annual increase in the amount of property tax a give public jurisdiction can assess on regular or excess levies.

**Loam** – A mixture of roughly equal parts sand, silt, and clay.

**Local Improvement District (LID)** – A statutory process by which property owners within a specified area are mutually assessed for neighborhood improvements that benefit the properties in the area. The project is usually financed through a long-term bond issue and the repayment is mainly from the collection of special assessments from the benefitting properties.

**Local Road** – A roadway serving relatively low traffic volume, short average trip length, or minimal through-traffic movements.

**Low-Density Residential** – Detached single-family residential uses with a density of one to nine dwelling units per acre, or attached single-family residential uses with a density of one to seven dwelling units per acre.

**Low Impact Development (LID)** – A style of development, which incorporates stormwater facilities into the design and minimizes or mitigates the negative impacts of converting open space into infrastructure.

**Medium-Density Residential** – Detached single-family residential uses with a density of 10 to 14 dwelling units per acre, or attached or stacked residential uses with a density of eight to 14 dwelling units per acre.

**Mitigation Fees** – Contributions made by developers toward future improvements of City facilities resulting from the additional demand generated from development.

**Mixed use** – Development characterized by complementary land uses – land uses that are at least compatible and, preferably, work together for mutual benefit (e.g., personal commercial services that serve adjacent residences) and convenient pedestrian connections.

**Mode Split** – The statistical breakdown of travel by alternate modes, usually expressed as a percentage of travel by single-occupant automobile, carpool,



## Appendix F: Glossary

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transit, etc. Mode-split goals are used to evaluate the performance of transportation systems.

**Multifamily** – Residential use of land where a structure provides shelter for two or more households at medium to high densities.

**Multimodal** – In the context of transportation, multimodal refers to the multiple modes of transportation that people use such as walking, biking, busing, or driving. A multimodal transportation plan works to improve all modes of transportation rather than just driving and busing.

**Office** – Uses providing services other than production, distribution, or sale or repair of goods or commodities. Depending on the location, these uses may range from single-story, residential-scale buildings to multistory buildings and/or multi-building complexes.

**Parks/Open Space** – Natural or landscaped areas used for active or passive recreational needs, to protect environmentally sensitive areas, and/or to preserve natural landforms and scenic views.

**Permeable** – A material is considered permeable if liquids or gases can pass through it. Permeable surfaces (e.g. permeable pavement or grass covered soil) allow water to pass through them and into the ground.

**Planning Period** – The 20-year period following the adoption of a comprehensive plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

**Policy** – Principle that reflects a method or course of action to achieve an identified goal.

**Preserve** – The action of keeping something in its original state.

**Proprietary Fund** – A fund established to account for operations that are financed and operated in a manner similar to private business enterprises or where the governing body has decided that periodic termination of revenues earned, expenses incurred, and/or net income is appropriate for capital, maintenance, public policy, management control, accountability, or other purposes.

**Public Facilities** – Include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, fire stations, libraries, and schools. These capital facilities are owned or operated by a public entity, such as the City, that provides or supports a public service.

**Public Services** – Include fire protection and suppression, emergency medical services, law enforcement, public health, library, solid waste, education, recreation, environmental protection, and other governmental services.

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**Public Works Trust Fund (PWTF)** – A low-interest revolving loan fund, which helps local government finance critical public work needs.

**Quaternary Slumps** – A mass of loose rock from the present period of earth history (roughly the last 2 million years).

**Rail-Banked Rail Lines** – Rail lines acquired through the National Trails System Act whereby the railroad company sells or leases an out-of-service rail line to a local government agency for use as a trail until such time that a railroad might need the corridor again for rail service.

**Raw Resource** – Unprocessed natural material that is used to produce goods or energy after being processed.

**Real Estate Excise Tax (REET)** – A tax upon the sale of real estate property from one person or company to another.

**Regional Facilities** – Public capital facilities of a regional or statewide nature, such as wastewater treatment plants, airports, or in-patient treatment facilities. These facilities may be privately owned but regulated by public entities.

**Regional Transportation Plan** – The transportation plan for the regionally designated transportation system, which is produced by the Regional Transportation Planning Organization (RTPO).

**Regional Transportation Planning Organization (RTPO)** – The voluntary organization conforming to RCW 47.80.020, consisting of local governments within a region containing one or more counties, which have common transportation interests, such as the Thurston Regional Planning Council.

**Revenue Bonds** – Bonds whose principal and interest are payable exclusively from earnings of an enterprise fund. In addition to a pledge of revenues, such bonds sometimes contain a mortgage on the enterprise fund's property.

**Revised Code of Washington (RCW)** – Current State laws.

**Right-of-Way** – Land in which the City owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

**Riparian Area** – The area surrounding a river or stream.

**Riverine** – Relating to a river or riverbank.

**Sanitary Sewer Systems** – All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

**Sensitive Areas** – Wetlands, streams, lakes, and frequently flooded areas.

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**Shorelines** – The Deschutes River, Black Lake Drainage Ditch, portions of Percival Creek, Barnes Lake, Black Lake, Capitol Lake, Munn Lake, Lake Susan, and Trooper Lake, associated wetlands, those lands extending landward 200 feet from its ordinary high water mark and critical area buffers within 200 feet of the ordinary high water mark. These are lands within State shorelines jurisdiction, pursuant to RCW 90.58.030.

**Silt** – A soil or sediment that is finer than clay but not as fine as sand that is slippery when wet and feels like flour when dry.

**Single-Family** – Residential use of land where dwelling units provide shelter and living accommodations for one family.

**Special Assessment** – A compulsory levy made against certain properties to pay part or all of the cost of a specific improvement or service deemed to benefit primarily those properties.

**Stratigraphy** – The order and position of rock layers above underground aquifers.

**Stream Incision** – The process of a streambed being dropped which results in the stream becoming disconnected from its floodplain.

**Suburbs/Suburban** – Refers to residential areas that have relatively lower population densities than areas that would be considered urban but higher than those areas considered rural.

**Sustainable Building Practices** – Various techniques to reduce construction and maintenance costs and to benefit the environment, such as using recycled building materials, reusing water, and installing alternative heating and cooling systems.

**System Improvement** – Public facilities included in the Capital Facilities Plan and designed to provide service within the community, in contrast to project improvements.

**Townhouse** – Dwelling units attached one to the other, having common walls between individual units, generally two and sometimes three stories in height. Each unit occupies the space between common walls from the lowest level to the roof.

**Transportation Demand Management Strategies (TDM)** – Strategies aimed at changing travel behavior rather than at expanding the transportation network to meet travel demand. Such strategies can include the promotion of work-hour changes, ride sharing, vanpooling options, transit flex passes, preferential parking for carpools, charge for parking, guaranteed ride home program, available showers and lockers, and telecommuting.

## Appendix F: Glossary

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**Transportation Facilities** – Includes capital facilities related to air, water, or land transportation.

**Transportation Improvement Board (TIB)** – A board that invests State gas tax funds in local communities through five grant programs serving cities, urban counties, and transportation benefit districts in the State.

**Tumwater Municipal Code (TMC)** – Ordinances that dictate what is legal in Tumwater.

**Urban Governmental Services** – Those governmental services historically and typically delivered by cities and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with nonurban areas.

**Urban Growth** – Refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. “Characterized by urban growth” refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

**Urban Growth Area (UGA)** – The area around the City that is currently unincorporated Thurston County, which the City plans to annex in the future.

**Urbanization** – The process of the City becoming more urban such as increasing population density in centralized locations that are closer to hubs of commercial activity, jobs, and other services.

**Utilities** – Facilities serving the public by means of a network of wires or pipes, and structures ancillary thereto. Included are systems for the conveyance of natural gas, electricity, telecommunications services, water, surface water and the disposal of sewage.

**Utility Local Improvement District (ULID)** – Created only for improvements to sewer, water, and other utilities, and differs from a Local Improvement District in that all assessment revenues must be pledged for payment of debt service of bonds issued to finance the improvements.

**Vision Statement** – A summary of the desired character and characteristics of the community 20 years in the future and that provides the ultimate goal for community planning and development.

## Appendix F: Glossary

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**Visioning** – A process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

**Washington Administrative Code (WAC)** – Regulations of executive branch agencies in Washington.

**Wellhead Protection Area** – The area surrounding a wellhead that is separated into different zones depending on how long it will take water on the surface to travel into the aquifer that the wellhead draws from. For example, a six-month wellhead protection area is an area where water will take six months to move through the ground and into the aquifer.

**Wetland** – Those areas that are inundated or saturated by surface water or groundwater at a frequency and duration to support, and that under normal conditions do support, a prevalence of vegetation typically adapted for life in saturated soils conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including but not limited to irrigation and drainage ditches, grass-lined swales, canals, retention and/or detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. However, wetlands do include those artificial wetlands intentionally created from nonwetland sites as mitigation for the conversion of wetlands.

**Zoning** – The demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones and the location, bulk, height, shape, and coverage of structures within each zone.

## **Appendix G: Ordinance No. O2016-012**

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