



**PLANNING COMMISSION
MEETING AGENDA**

**Online via Zoom and In Person at
Tumwater Fire Department
Headquarters, Training Room, 311 Israel
Rd. SW, Tumwater, WA 98501**

**Tuesday, September 13, 2022
7:00 PM**

1. Call to Order
2. Roll Call
3. Changes to Agenda
4. Approval of Minutes
 - a. Tumwater Planning Commission Meeting Minutes August 9, 2022
5. Commissioner's Reports
6. Manager's Report
7. Public Comment
8. Economic Development
9. Ordinance No. O2022-003, Final Docket for 2022 Comprehensive Plan Amendments
10. Next Meeting Date - 09/27/2022
11. Adjourn

Meeting Information

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

Watch Online

https://us02web.zoom.us/webinar/register/WN_j1V47KxSR1gg4b6c8YDsiA

Listen by Telephone

Call (253) 215-8782, listen for the prompts, and enter the Webinar ID 845 3962 0140 and Passcode 647428.

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:

https://us02web.zoom.us/webinar/register/WN_j1V47KxSR1gg4b6c8YDsiA

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. 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.

Post Meeting

Audio of the meeting will be recorded and later available by request, please email 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. 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.

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.

**TUMWATER PLANNING COMMISSION
MINUTES OF HYBRID MEETING
August 9, 2022 Page 1**

CONVENE: 7:04 p.m.

PRESENT: Chair Elizabeth Robbins and Commissioners Grace Edwards, Terry Kirkpatrick, Meghan Sullivan, Michael Tobias, and Anthony Varela.

Excused: Commissioners Nathan Peters and Brian Schumacher.

Staff: Planning Manager Brad Medrud.

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

**APPROVAL OF
MINUTES:
TUMWATER
PLANNING
COMMISSION
MEETING
MINUTES JULY 12,
2022 AND JULY 26,
2022:**

MOTION: Commissioner Kirkpatrick moved, seconded by Commissioner Tobias, to approve the July 12 and 26, 2022 minutes as published. A voice vote approved the motion unanimously.

COMMISSIONER REPORTS: Commissioner Edwards advised of her unavailability to attend the August 23, 2022 meeting as she is traveling outside the country.

Commissioner Sullivan reported on the recent removal of the totem pole at the Tumwater Old Town Center.

MANAGER'S REPORT: Manager Medrud reported on actions to update the native vegetation and tree protection ordinance with a kick-off meeting conducted with the City's consultant last week. The consultant is preparing a public engagement plan with the first joint meeting of the Commission and the Tree Board scheduled in October. The consultant is also leading the update process for the street tree plan. Staff has scheduled interviews with three consultants for the update of the landscaping ordinance.

In early September, Manager Medrud said he plans to contact each member to schedule individual interviews with him and Chair Robbins.

PUBLIC COMMENT: There were no public comments.

PUBLIC HEARING:

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ORDINANCE NO.
O2022-013, 2022
DEVELOPMENT
CODE
HOUSEKEEPING
AMENDMENTS:

Manager Medrud reported during 2020 and 2021, staff gathered information on proposed minor Tumwater Municipal Code (TMC) housekeeping amendments to be considered collectively in 2022. The proposed amendments are intended as minor corrections to the City's development regulations. TMC 18.60.025(A) establishes a process for development code housekeeping amendments that is similar to the one the City follows for annual Comprehensive Plan amendments. On June 21, 2022, the City Council approved all items on the preliminary docket of proposed amendments to move forward a part of the final docket.

Other housekeeping amendments that do not fall under the TMC 18.60.025(A) process will be considered following the public hearing on Ordinance No. O2022-015.

The staff report includes a summary of each amendment, code sections affected, and proposed amendment language.

Manager Medrud reviewed the proposed change(s) for each amendment:

- A. Accessory Dwelling Unit Entrances:** Amendment to TMC 18.42.010(D)(3) would change a requirement to an option.
- B. Adult Family Homes/Residential Care Facilities:** Amendments would address consistency of adult family home and residential care facilities as permitted and conditional uses.
- C. Bicycle Storage:** Clarifies bicycle storage requirements.
- D. Capitol Boulevard Community – Multifamily Parking Requirements:** Adjusts the 1.0 parking space per dwelling unit limit for multifamily dwellings to relieve off-street parking impacts on adjacent neighborhoods.
- E. Car Washes:** Adds “carwash” as an amendment to Title 17 Zoning definitions, instead of a specifically listed use.
- F. Duplexes:** Amends the permitted uses in the Residential/Sensitive Resource, Single-Family Low Residential Density, and Single-Family Medium Residential Density zone districts.
- G. Impound Yards:** Adds “impound yards” use, which is not currently permitted in any zone districts in the City.
- H. Mixed Use Overlay:** Clarifies that MUO requires commercial uses along primary roadways rather than 20% of every building.
- I. Nonconforming Signs:** Addresses a conflict in the nonconforming signs requirements in TMC 18.44 *Signs*.
- J. Optometry Clinics:** Addresses “optometry clinics,” which do not fit in the existing “medical clinic” or “professional services” uses. Creates a new “optometry clinics” use with a new definition in TMC 18.04.150. Adds as a permitted use to the NC, CS, MU, CBC, GC, TC, LI, HC, BD, and ARI zone districts.
- K. Personal and Professional Services:** For consistency and

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understanding, splits “personal and professional services” into “personal services” and “professional services” and removes “personal and professional and services and sales” from the TMC 18.07.020 Table Commercial zone districts permitted and conditional uses – Summary Tables of Uses.

- L. Public Building Signs:** Adds exemptions for the size and number of signs for public buildings and churches located in residential zone districts.
- M. Residential Mechanical Equipment in Setbacks:** Allows “residential mechanical equipment” in the RSR, SFL, and SFM zone districts rear setbacks.
- N. Residential Storage Sheds – Gravel Access:** Adds an exemption for storage sheds smaller than five hundred square feet in the Green Belt (GB), Open Space (OS), Residential/Sensitive Resource (RSR), Single-Family Low Density Residential (SFL), or Single-Family Medium Density Residential (SFM) zone districts from driveway surface requirements.
- O. Subdivision Dedication Code Language Update:** Updates the subdivision dedication code language in TMC 17.24.030(D)(2) to change “men” to “persons.”

Chair Robbins said she is struggling with the proposed amendment for changes to the multifamily parking requirements in the Capitol Boulevard Community zone district. It is important for appropriate areas in the City to promote more dense development and one way of encouraging density is by addressing parking requirements, but she continues to have some reservations with the proposal in terms of whether parking is the appropriate avenue for incentivizing the kind of development the City desires.

Chair Robbins explained the public hearing format and opened the public hearing at 8:17 p.m.

Chair Robbins asked whether staff followed up on current information of impound yards located in adjacent cities. Manager Medrud said the Thurston County Assessor’s Office does not identify those types of specific uses. Staff has been contacted by two individuals inquiring about locating an impound yard in the City.

Commissioner Varela referred to the proposed amendment on *Personal and Professional Services* and asked about the possibility of those businesses that display products, such as glasses displayed on a wall counting that area as part of the square footage or whether floor area is the factor for computing square footage. Manager Medrud explained that the measurement is total gross square footage of the area; however, clarifying language could be included that explains gross square footage of an area.

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Commissioner Tobias referred to the amendment on *Residential Storage Sheds – Gravel Access* and cited the possibility of many modern sheds often resembling tiny homes. He asked whether the City's code distinguishes a second accessory dwelling unit if a person resides in the smaller unit with water and electricity available. Manager Medrud advised that the code includes specific requirements for structures used for human habitation. A legally occupied residential structure must conform to numerous regulations versus a shed or an accessory dwelling unit in terms of the building code.

Manager Medrud reported that following the public hearing, staff recommends the Commission forward a recommendation to the City Council for consideration by the General Government Committee and the City Council.

Manager Medrud referred to an email forwarded earlier by Commissioner Kirkpatrick expressing a preference for allowing optometry, ophthalmology, and optician uses in all similar zone districts. Based on a review of the code, staff recommends the Commission review and consider adding the three uses based on the following information. Currently, the code allows medical clinics and personal services in Neighborhood Commercial, Mixed Use, Capitol Boulevard Community, General Commercial, Brewery District subdistricts, and some Town Center subdistricts. Staff proposes adding optometry clinics to those areas. The code also currently allows personal services in the Valley Subdistrict of the Brewery District, Community Services Subdistrict, Historic Commercial District, and the Civic Subdistrict of the Town Center zone district. Staff proposes allowing optometry clinics; however, those districts do not currently allow medical clinics. Medical clinics and hospitals are allowed as a conditional use in Multifamily Medium and Multifamily High zone districts but not personal services or optometry clinics. Staff does not propose any changes to those zone districts. Staff recommends further discussion for allowing medical clinics in Light Industrial zone districts and the Airport Related Industry zone district.

Commissioner Kirkpatrick recommended allowing all three uses in the same zones as they provide similar types of services. One example is an ophthalmologist who also sells glasses. He has been seen by an optometrist that also sold glasses. He supported the suggestion by staff.

Commissioner Varela said he understands that uses are restricted in the Airport Related Industry zone district because of airport runway restrictions. Based on discussions for expanding airports in the state to include consideration for expanding the Olympia Airport, he inquired about the possibility or the logic of expanding different types of

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businesses in the zone similar to businesses located at SeaTac Airport.

Manager Medrud identified the airport overlay or safety zone within the landing and take-off zones of the runways. The overlay has explicit requirements for limiting certain types of uses. The larger Airport Related Industry zone includes the New Market campus. The intent of the Airport Related Industry zone district is to attract uses that generate revenue to fund the operation of the airport.

**PUBLIC
TESTIMONY:**

Glenn Wells, Glenn C. Wells Architect, 3423 29th Avenue, Olympia, said he supports the proposed text amendment to the Mixed Use Overlay. He cited a future building fronting Tyee Drive containing commercial uses on the first floor with residential uses in upper stories. From a logistics perspective, a mixed use building with residential in the upper stories is required to include a residential lobby, elevator, stairs, and mechanical equipment. Those components are not considered a commercial use. He suggested the language should reflect that the front building is 100% commercial except for what is required for a residential lobby, elevator, stairs, and mechanical equipment. He also referred to the proposed parking requirements for the Capitol Boulevard Community zone district. The existing code requires the applicant to have no more than one parking stall per unit. From a development standpoint, a developer will consider what the code requires and what the market demands. Unless the use is located within a downtown urban area, the market would suggest more parking than one stall per unit especially if the units include multiple bedrooms. Those units will require more parking and if not provided on the site, tenants will seek locations for parking. The goal is to provide a balance of parking to meet needs. The code allows 1.5 parking stalls for one and two-bedroom units, 2 parking stalls for three-bedroom units, and 1 parking stall for a studio unit. One parking stall for 10 units for guests is acceptable; however the text amendment is specific in that parking cannot exceed the stated amounts but less parking could be provided. From a private sector business perspective, flexibility in the code is preferable as the market experiences changes and the private sector needs to have the ability to respond to changing markets.

Chair Robbins closed the public hearing at 8:47 p.m.

Manager Medrud reported staff supports the proposed change to clarify language for accommodating space for a residential lobby, stairs, elevator, and mechanical equipment, as well as language concerning the definition of a public building and changes to signs for schools, public buildings, and churches.

MOTION:

Commissioner Tobias moved, seconded by Commissioner Sullivan, to recommend approval of Ordinance No. O2022-013 as amended by

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staff to the City Council. Motion carried unanimously.

PUBLIC HEARING:

**ORDINANCE NO.
O2022-015, OTHER
HOUSEKEEPING
AMENDMENTS:**

Chair Robbins opened the public hearing at 7:51 p.m.

Manager Medrud reported the other housekeeping amendments do not follow the TMC 18.60.025(A) process, but are considered concurrently with the final docket of development code amendments in Ordinance No. O2022-013. The staff report includes a summary of each amendment, affected code sections, and proposed amendment language.

Two of the three amendments include Hearing Examiner Staff Reports – Schedule and Traffic Study Requirements. One amendment is a proposed change for consideration.

The hearing examiner has asked that the date when staff reports have to be available be changed from the current five working days prior to the public hearing to seven days. The change would amend TMC 2.58.110 *Distribution of information*.

The second amendment would update criteria for when a traffic impact analysis is required. Traffic studies would be required for any development generating 50 or more vehicle trips during peak hours on adjacent streets or intersections regardless of peak direction. Additionally, any development generating 10 or more vehicle or truck trips on any Interstate 5 interchanges must provide trip distribution diagrams from a qualified transportation professional regardless if a full traffic study is required.

At its last worksession, the Commission recommended removing proposed amendments on sidewalks; however, a strong recommendation accommodated the recommendation that the City undertake a public engagement process and voluntary support program prior to considering and codifying any amendments. Staff recommends not including the amendments pertaining to sidewalks within the ordinance but include a recommendation to the City Council to consider a public engagement process.

Commissioner Tobias asked whether traffic studies consider the number of traffic collisions and other safety issues. Manager Medrud affirmed traffic studies include information on recent accidents, particularly at interchanges and within particular movements.

With there being no public testimony, Chair Robbins closed the public hearing at 7:58 p.m.

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MOTION: Commissioner Kirkpatrick moved, seconded by Commissioner Sullivan, to recommend approval to the City Council of Ordinance No. O2022-015, Other Housekeeping Amendments to include the recommendation to consider a public engagement process on sidewalk maintenance prior to considering potential amendments. Motion carried unanimously.

BRIEFING:

ORDINANCE NO. O2022-003, FINAL DOCKET FOR 2022 COMPREHENSIVE PLAN AMENDMENTS: Manager Medrud reported the briefing is on the final docket process for the 2022 Comprehensive Plan Map & Text Amendments and Associated Rezones. The City Council considered the Commission's prior preliminary docket recommendation and finalized all the proposed amendments.

The 2022 proposed amendments include:

1. One private map amendment and associated rezone
2. Three City sponsored text amendments
3. One City sponsored map amendment and associated rezone

The proposed Private Map Amendment and associated rezone is the *Wells Littlerock Comprehensive Plan Land Use Map Amendment and Corresponding Rezone*. The proponent is Glenn Wells and the owner is Marvin L. Beagles. The three adjacent parcels totaling 2.76 acres are located to the south of 7223 Littlerock Road SW and are undeveloped. The current Comprehensive Plan map designation and zone district for all three parcels is Single Family Medium Density Residential (SFM). The applicant proposes a Comprehensive Plan map designation and zone district change to Multi-Family Medium Density Residential (MFM). Manager Medrud identified the location of the parcels on an aerial map and surrounding zone districts and existing uses. The City issued public notification of the proposal and received one response asking to be added to the mailing list for the project from the owner of the parcel located across from the parcels.

Manager Medrud invited comments and questions.

Commissioner Kirkpatrick inquired as to the status of property located south of the parcels. Manager Medrud said the property is zoned single-family residential and that an application was recently approved for construction of a subdivision of single-family homes.

Chair Robbins asked about the range of density under Multi-Family Medium Density Residential. Manager Medrud said the range is a minimum of 9 dwelling units per acre with the maximum of 15 dwelling units; however, to receive approval for 15 units, a transfer of

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development rights process is required. It is likely the maximum number of dwelling units would be 14 units per acre.

Chair Robbins asked whether the zoning would allow multiple stories or only a single story structure. Manager Medrud advised that the developer could construct a multi-story structure.

Commissioner Varela asked whether vehicle footprints for parking are factored and whether it would limit the ability to build to maximum density. Manager Medrud advised of different parking options, such as structured parking within the structure. Density is based on available land after deducting all other development requirements for roadways, stormwater, and parking requirements.

Chair Robbins asked whether the City is aware of any environmental issues associated with the parcels, such as water issues or wildlife corridors, etc. Manager Medrud said no critical areas or wetlands were identified on the maps. Similar to other parcels in the southern area of the City, the parcels contain gopher soils.

Commissioner Tobias asked about the density of the apartment complex at the corner of Tumwater Boulevard and Littlerock Road. Manager Medrud identified the development as the Sequoia Village located at the corner of the Tumwater Boulevard and Littlerock Road. He estimated the number of units at approximately 50 with another 10 to 12 units proposed to be constructed on the site.

Chair Robbins asked about the location of services, such as schools, medical, or grocery stores. Manager Medrud said Black Hills High School is located to the south of the property. Bush Middle School is located on the eastern side of Interstate 5 and is not considered to be within walking distance to the parcels. The nearest cluster of commercial uses is located to the north on Israel and Littlerock Road in addition to an auto repair business, a veterinary hospital, and a vacant gas station/grocery store. The site is not served by Intercity Transit. Intercity Transit has indicated that more residential density is required before it can extend bus service. The surrounding area includes some development proposals of both multi-family and single-family developments. The area has experienced some new development activity.

Chair Robbins inquired about any transportation impacts. Manager Medrud advised that the proposal does not represent a significant change in dwelling units but that the proposal would likely trigger a requirement for a traffic study.

Manager Medrud addressed questions about potential annexation of

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some of the areas to the southeast of the parcels. Manager Medrud advised that no annexation of the area has been proposed. Some of the areas are located in the City as well as in the county. At this time, the City has not received any proposals for lot combinations or redevelopment of the area other than a proposal further south where the City extended water and sewer with the owners indicating a future interest in annexing to the City.

Manager Medrud reviewed the text amendments:

1. Neighborhood Character – The intent is to review Comprehensive Plan Housing and Land Use Elements to determine if there are amendments needed to address “neighborhood character” in the context of goals, policies, and actions and text within the Housing and Land Use Elements of the Comprehensive Plan. *Commissioner Kirkpatrick asked whether the City has an overlay identifying the location of homeowner associations with covenants as they define the character of neighborhoods. Manager Medrud said the City has developed a mailing list but he is unsure whether the City has created a GIS layer. Some of the areas are easily identified because many are recent developments while other areas will require more research. Commissioner Sullivan added that the City had discussed identifying neighborhood and homeowner associations in the City. She is unsure whether the information is complete or accessible. Chair Robbins inquired as to whether the City has developed language that promotes neighborhood associations or community. Manager Medrud said he would follow up with staff. He added that the full update of the Comprehensive Plan is scheduled and staff is scoping the extent of the update. He suggested it might be an opportunity to address the concept of “neighborhood” as part of the major update. He asked Commissioners to consider any other information staff can research to prepare for the next discussion.*
2. Thurston Climate Mitigation Plan – Updating greenhouse gas emission (GHG) targets in the Conservation Element to address HB 2311. Staff recommends not pursuing any amendments during this update cycle because any changes should be pursued through the regional process as the mitigation plan is based on a regional effort and all goals by each jurisdiction should be similar. Another reason relates to translation that speaks to the Thurston Climate Mitigation Plan, which is based on data from 2015 for greenhouse gas emissions. State law is based on 1990 data. The problem is with the difference in timing of data between the county and the state. As part of the major Comprehensive Plan update process, the City will be integrating climate mitigation concepts and policies. The Thurston Climate

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Mitigation Plan covers a 30-year horizon with amendments to the plan allowed through a formal process. *Commissioner Kirkpatrick asked whether the City has imposed restrictions on the use of energy sources producing greenhouse gas emissions for new development. Manager Medrud said the City is making progress but has not implemented any proposed changes to the building code because it is dependent upon the State Building Code Council offering proposals.*

3. Essential Public Facilities Amendments – The proposal is reviewing the Comprehensive Plan Land Use Element and to determine if there are amendments needed to address essential public facilities, including but not limited to: intensive inpatient facilities; long-term residential drug treatment facilities; and recovery house facilities. Manager Medrud cited a situation of an existing use that is considering an expansion of the use but because it is considered an existing non-conforming use, expansion is prohibited. Staff considered options but recommends a larger public process given the type of use prior to recommending a specific proposal.
4. Dennis/Linderson Triangle – The proponent is City of Tumwater for a Comprehensive Plan map designation and zone district amendment for a 5.73-acre parcel located at 6501 Linderson Way SW located at the western corners of Linderson Way SW and Dennis Street SW. The amendment would change the current Comprehensive Plan map designation and zone district of Single Family Medium Density Residential (SFM) to Multifamily High Density Residential (MFH). Manager Medrud described the basis for the proposed amendment. Staff contacted neighboring properties and no objections were received by the City.

Staff recommends a review of the final docket at the Commission's August 23, 2022 with options for several worksessions and a public hearing scheduled on September 27, 2022.

ADJOURNMENT: **Commissioner Tobias moved, seconded by Commissioner Edwards, to adjourn the meeting at 8:44 p.m. Motion carried unanimously.**

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

TO: Planning Commission
FROM: Brad Medrud, Planning Manager, and Austin Ramirez, Economic Development Manager
DATE: September 13, 2022
SUBJECT: Economic Development

1) Recommended Action:

This is a discussion item. The City's Economic Development Manager Austin Ramirez welcomes the opportunity to talk with Planning Commission members and answer questions about City's economic development.

2) Background:

The City updated its Economic Development Plan in 2019 to reflect the changes that have occurred in the City since the Plan's original adoption in 2010. The Economic Development Plan is an Element of the Comprehensive Plan.

This summer, Austin Ramirez joined the City as Economic Development Manager. He will be leading both economic development efforts and the implementation of the Habitat Conservation Plan when it is adopted.

3) Alternatives:

☐ None

4) Attachments:

- A. Presentation
- B. 2019 Economic Development Plan

Economic Development Update

Planning Commission | September 13, 2022

History

- New position, but a long-term goal
- ED responsibilities shared among limited staff resources
- Tumwater ED Plan identified need for the position
- American Rescue Plan Act makes the position possible
- Position begins on June 1, 2022

Goals

- Foster an environment that facilitates economic activity
- Support diversification of Tumwater industries
- Proactive collaboration and communication
- Further advance Tumwater Craft Culture
- Leverage State and Federal funding
- Maximize redevelopment potential

Projects

- Business retention and expansion
- Focused industry recruitment
- Brownfields program funding
- Coordinate legislative efforts
- HCP implementation
- Support brewery redevelopment

Questions?

City of Tumwater Economic Development Plan 2019

*Achieving a Diverse, Prosperous, and
Sustainable Economy*

Adopted July 20, 2010
Amended March 19, 2013
Amended December 3, 2019

Adopted into the Tumwater Comprehensive Plan as the Economic Development Element on October 5, 2010 by Ordinance No. O2010-013. Amended by Ordinance No. O2013-002 and Ordinance No. 2019-004.

Draft Economic Development Plan 2019

Adopted July 20, 2010, Amended March 19, 2013, and December 3, 2019

Mayor

Pete Kmet

City of Tumwater City Council

Joan Cathey, Mayor Pro Tem

Michael Althausen

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Draft Economic Development Plan 2019

Adopted July 20, 2010, Amended March 19, 2013, and December 3, 2019

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Draft Economic Development Plan 2019
Adopted July 20, 2010, Amended March 19, 2013, and December 3, 2019

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Draft Economic Development Plan 2019

Adopted July 20, 2010, Amended March 19, 2013, and December 3, 2019

PLANNING FOR A ROBUST ECONOMY

The City Council adopted the Economic Development Plan on April 20, 2010, amended it in 2013 to address revisions to the Littlerock Road Subarea Plan, and updated it in 2019 based on the City Council's Strategic Priorities and Goals 2019 – 2024. This Plan establishes economic development as a high priority of the City government and articulates the following desired outcomes because of proactive economic development:

- Bring enough wealth and resources into the community to create opportunities for all residents
- Provide enhanced opportunities to shop, play, visit, and work in Tumwater
- Proactively and positively guide the development that the community will receive as the region grows
- Create a diverse and sustainable tax base to support the ongoing provision of City services for all residents
- Create a quality community with vibrant and safe neighborhoods
- Use the economic development process to provide equitable opportunity in entrepreneurship regardless of race and ethnicity, class, gender, sexual orientation, ability, culture, country of origin, age, or veteran status.

PLANNING PROCESS

The Council formed the Economic Development Advisory Committee in 2007 to advance the topic of economic development by drafting an Economic Development Plan.

The EDAC began meeting in November 2007 and finalized its recommended strategies in December 2009. The result of the Committee's work, a Recommended Draft Economic Development Plan, was reviewed by the Planning Commission in early 2010, revised, and then reviewed, revised, and adopted by the City Council in July 2010.

The Plan was subsequently amended in 2013 to reflect amendments to the Littlerock Road Subarea Plan. An update of the Plan was completed in 2019 based on the City Council's Strategic Priorities and Goals 2019 – 2024. The 2019 update took into account the progress the City has made in addressing the Goals and Strategies of the 2010 Plan, including completing the Brewery District and Capitol Boulevard Corridor Subarea Plans, transferring the old Brewery Tower to the City, as well as completing Phase 1 of the Bush Prairie Habitat Conservation Plan.

Draft Economic Development Plan 2019

Adopted July 20, 2010, Amended March 19, 2013, and December 3, 2019

The 2019 update also addressed some new initiatives that have started since the 2010 Plan was completed, such as the City's focus on branding, working in the Innovation Partnership Zone in the Craft Brewing and Distilling industry cluster, and creating opportunities for small brewing, distilling, food preparation, and personal care product preparation in the Warehouse and Craft Districts.

Important changes also occurred with annexations that almost doubled the City in size due to the annexation of both the eastern and western urban growth areas. The 2019 Plan update also addressed a fundamental change in commercial markets: the market realities of a shrinking "brick & mortar" trend and an expanding online retail sector with accompanying change in taxable revenue and the start of the shift in focus from green field development to redevelopment in the City as larger sites are built out. The update also reflected the currently booming Puget Sound economy, rising housing costs, and the City's interest in promoting brewing, distilling, and craft food industries.

Analytic Inputs to the 2010 Economic Development Planning Process

The following analytic components were considered during the creation of the City's economic development strategy in 2010.

- **Economic and Demographic Profile** – baseline information about Tumwater's demographics, economy, and market position
 - **Baseline Fiscal Analysis** – forecasts of the City's future financial position
 - **Fiscal Implications of Land Use Alternatives Memorandum** – comparison between the relative fiscal impacts of various development types for the City
 - **Comparative Retail Tax Base Composition Analysis** – illustrating the relative contributions of different industries to Tumwater and comparable cities' retail tax base
 - **Community Open House Summary** – feedback provided by community stakeholders who attended this event
 - **Stakeholder Interview Summary** – interviews with 14 community stakeholders
 - **Economic Development Preferences Survey** – a statistically significant survey of Tumwater Residents on economic development and fiscal issues
-

Analytic Inputs to the 2019 Economic Development Plan Update Process

As part of the update of this Plan in 2019, the following additional inputs were used:

- **Economic and Demographic Profile** – updated baseline information about Tumwater's demographics, housing, economy, and industries

- **Baseline Fiscal Analysis** – forecasts of the City's future financial position

STRATEGIC GUIDANCE

CITY OF TUMWATER 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.

CITY OF TUMWATER MISSION STATEMENT

In active partnership with our citizens, we provide courageous leadership and essential municipal services to cultivate a prosperous economy, a healthy natural environment, vibrant neighborhoods, and a supportive social fabric.

CITY OF TUMWATER BELIEF STATEMENT

We Believe in **P-E-O-P-L-E**:

People. We respect the diverse citizenry that makes up the social fabric of our community and strive to meet the needs of all citizens. We value and seek to strengthen our vibrant neighborhoods, which are cornerstones of civic life and community identity. As we pursue our goals and the long-term sustainability of the City organization, we value the contributions of our staff, support their continued personal and professional growth, and act to retain their expertise for the good of the community.

Excellence. We strive for excellence and integrity in providing City services. By providing quality services, being responsible and efficient stewards of public resources, and empowering employees to achieve excellence, we continue to build public trust and encourage civic involvement. We know that excellence does not have to come at the price of our sense of community or our small city character.

Opportunity. We seize opportunities to improve our community's social, environmental, and economic well-being. We endeavor to realize positive opportunities in adverse situations and periods of change.

Partnership. We work collaboratively with citizens, businesses, and community organizations. We also actively partner with other jurisdictions to address regional, state, and even broader issues.

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Learning. We are a learning organization that tries to benefit from past experience, foresight, and innovation to seek new ways to enhance the community and improve City operations and services.

Environment. We act to preserve and enhance the natural environment and the social fabric of our community.

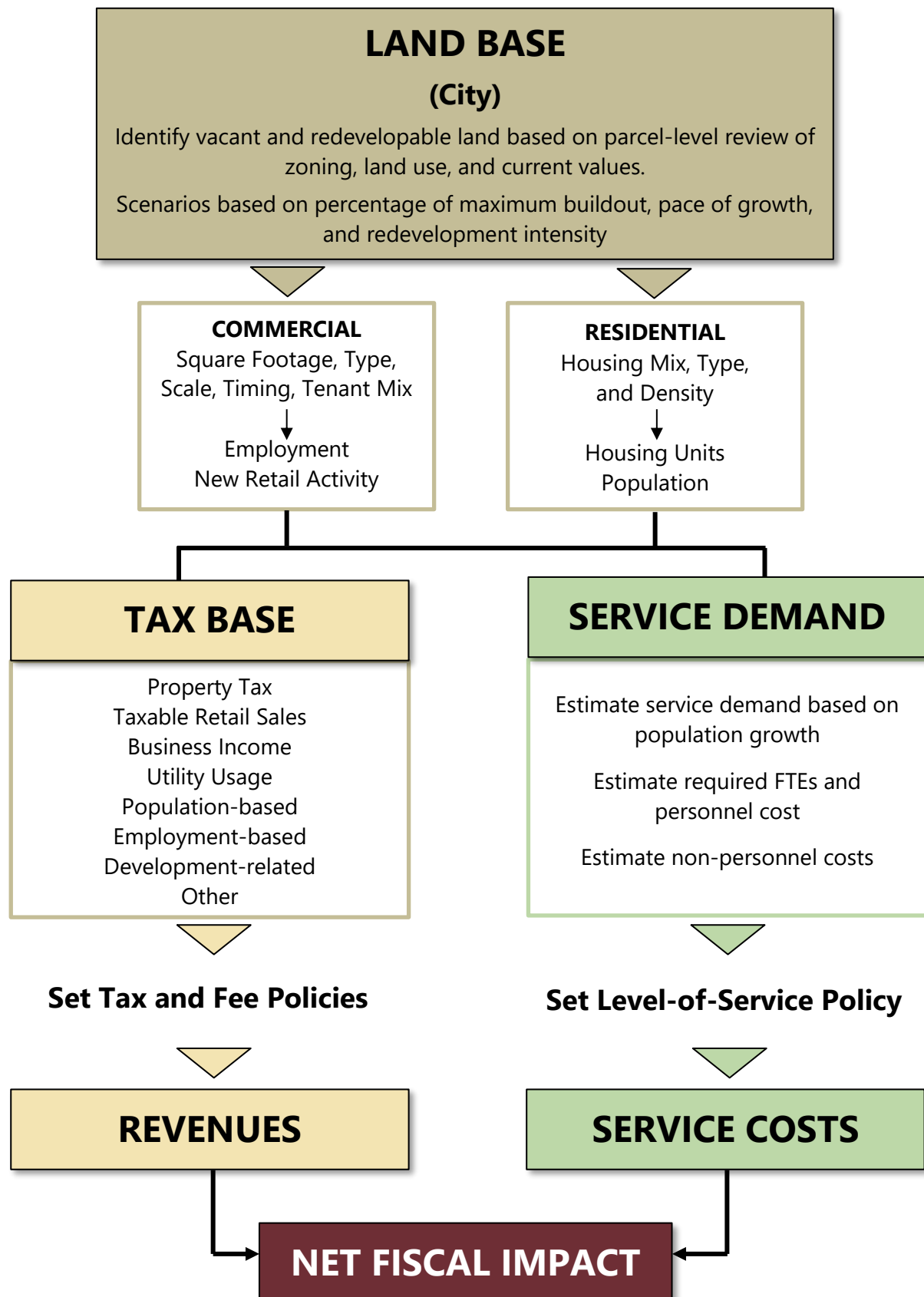
SUMMARY OF ANALYTIC FINDINGS

In creating this Plan, a broad array of analytic inputs was considered. This section presents a brief summary of key analytic findings. A comprehensive compilation of all such inputs is presented in a separate volume in this Plan's **Technical Appendix**.

FISCAL BASELINE ASSESSMENT

The City's long-term fiscal sustainability challenge is to balance land use, fiscal policies, and effective delivery of municipal services. Cities in Washington State face particular challenges in achieving fiscal sustainability given statutory limitations on property tax revenues. As shown in the diagram on the next page, factors affected by each community's land base such as population, employment, and commercial activity drive both demand for City services and the underlying tax base that provides the revenues needed to provide these services.

As a starting point for this economic development planning process, a baseline fiscal analysis was conducted in 2018 to evaluate the City's overall financial health in the coming years. The analysis examined how Tumwater has performed financially over the past decade, relative to peer cities, and the ways economic development activities have affected the City's financial vitality over the past decade. It also offered recommendations for integrating economic development and fiscal planning in the future.



Fiscal Analysis Background

2010 Fiscal Analysis Summary

The 2010 Economic Development Plan placed substantial emphasis on an agenda aimed to generate clear fiscal benefits. It is important to note that the Plan was developed from 2008 to 2010 during a significant recessionary period that showed dramatic decline in the pace of construction, property value increase, business growth, and sales tax revenue; a period that follows directly on the heels of a decade of unprecedented construction growth. The first option listed in the 2010 Plan to address tight municipal budgets was to “pursue economic development, increasing the City’s tax base through retail or employment growth.”

The Plan identified annexation as a pivotal tool both for economic development and fiscal sustainability, a strategy implemented in recent years. Analysis conducted in 2010 projected City revenues with and without annexation. Revenues were forecast by major tax and fee source. Expense projections distinguished between personnel and other operating costs.

A community survey (2008) that accompanied the Plan showed concern about the prior pace of growth, limited support for general tax increases, and a desire to use economic development as the primary tool to support services. However, there does not appear to have been any forecast of revenues and expenses with or in the absence of any specific strategic economic development program¹.

2018 Fiscal Analysis Updated Approach

The 2018 fiscal analysis included a look at the City’s-specific revenues/expenses, and a 2016 comparison to peer communities in Washington State (similar populations, revenue structures), which compared revenues and expenses for 2016 and over the last decade (2006-16), as 2018 data was not available for other cities. Comparative data for cities across Washington was available from the Washington State Auditor, Local Government Financial Reporting System (aka Budgeting Accounting and Reporting System or BARS). For comparative purposes, analysis focused on General Fund Revenues and Expenditures, which provided the most “apples-to-apples” measurement indicators. Equally important, the General Fund is the most “flexible” fund source for cities, where policy decisions can impact how much to invest in core and discretionary services.

Because each city had a different population base and resident populations have changed over the last decade; this review standardized the revenue and expense comparison by

¹ Since the adoption of 2010 Plan, the City has prepared a 5-year financial plan as preparation for the biennial budget development.

illustrating the comparative mixes of local jurisdiction revenues and expenses as a percentage of the total. While this approach sought to find the closest comparable cities, there was no ideal way to compare communities given variations in nighttime and employment population, services offered, revenue structure, and presence of special districts.

Fiscal Analysis

Revenues – Tumwater

Note: To normalize data for Tumwater and all peer cities, the following charts and analysis omit the years 2007 and 2015 for which data was not reported by all cities. The omissions did not significantly affect trends analysis.

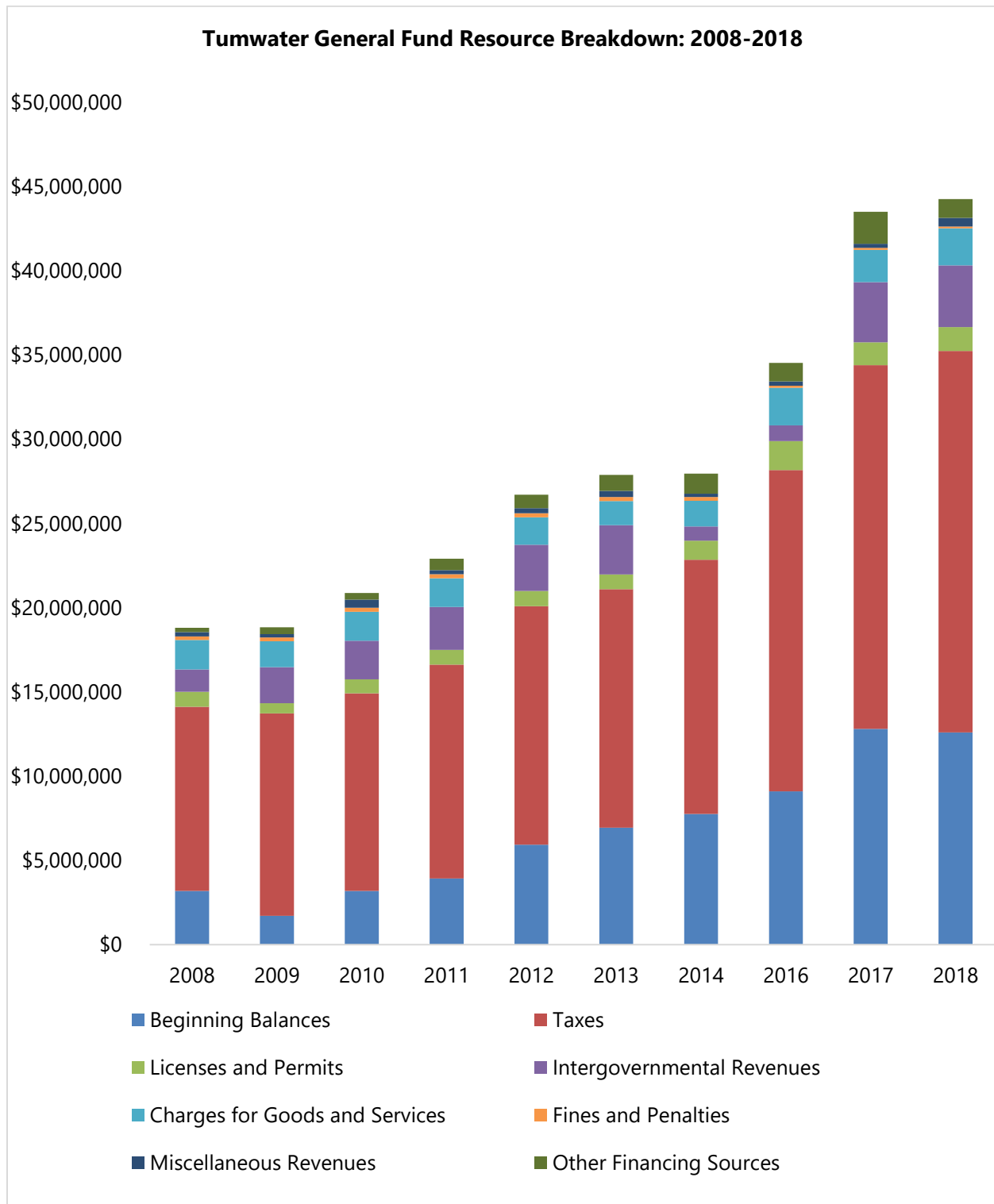
As shown in the charts on the following page, the City has experienced considerable General Fund revenue growth over the past decade, with the single largest year-over-year growth occurring in 2017. Notable characteristics in this growth period included:

- A diversifying revenue portfolio – while taxes remain the primary general fund revenue engine, today, just 55% of the City's general fund revenue comes from taxes, compared to 61% a decade ago. Revenue growth has been strongest in "taxes" and "beginning balances." Strong beginning balances reflect a strong fiscal management and/or strong revenue growth in prior years.
- License/permit revenue has climbed steadily following the recession, albeit at a much smaller scale.
- Intergovernmental revenue climbed steadily from 2006-2012, but has dropped significantly as a total portion of revenue since.
- In 2018, total sales tax revenue for the City was \$7,216,442. Ten businesses paid 43% of the total sales tax revenue in 2018. Those ten businesses included eight retailers.
- From March 2018 to February 2019, 9% of the City's sales tax revenue came from construction sales tax.
- In 2018, the top ten consumers of City of Tumwater water represented 29% of the total water consumption.
- In 2019, the total property tax levy in the City is \$9,499,678.30. The top ten property tax payers will pay 14.15% of the levy, while the top twenty property tax payers will pay 18.6% of the levy.

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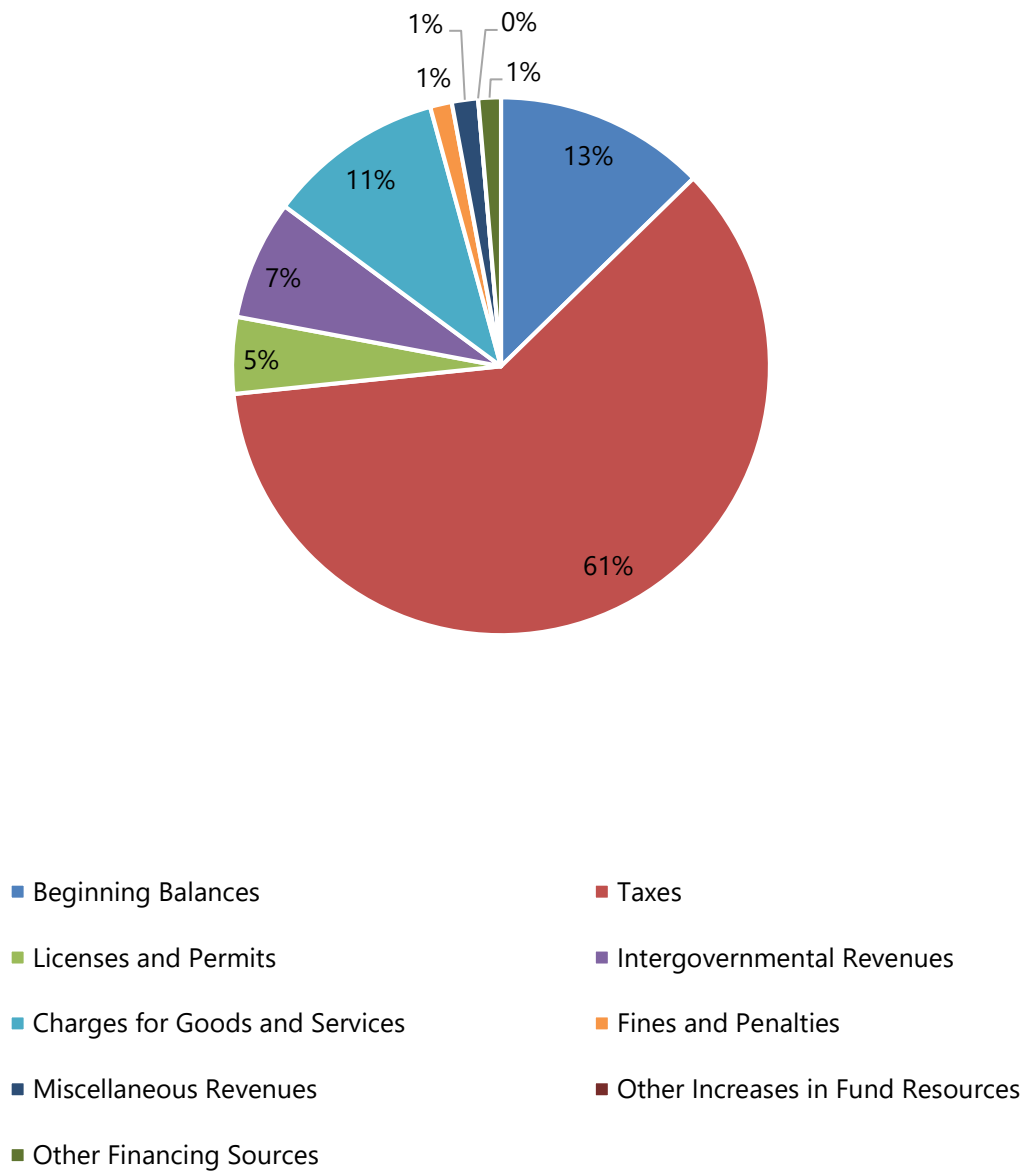
- In 2018, the top ten businesses paid 47% of the total business and occupation tax.



Source: City of Tumwater and J Robertson and Company, 2018

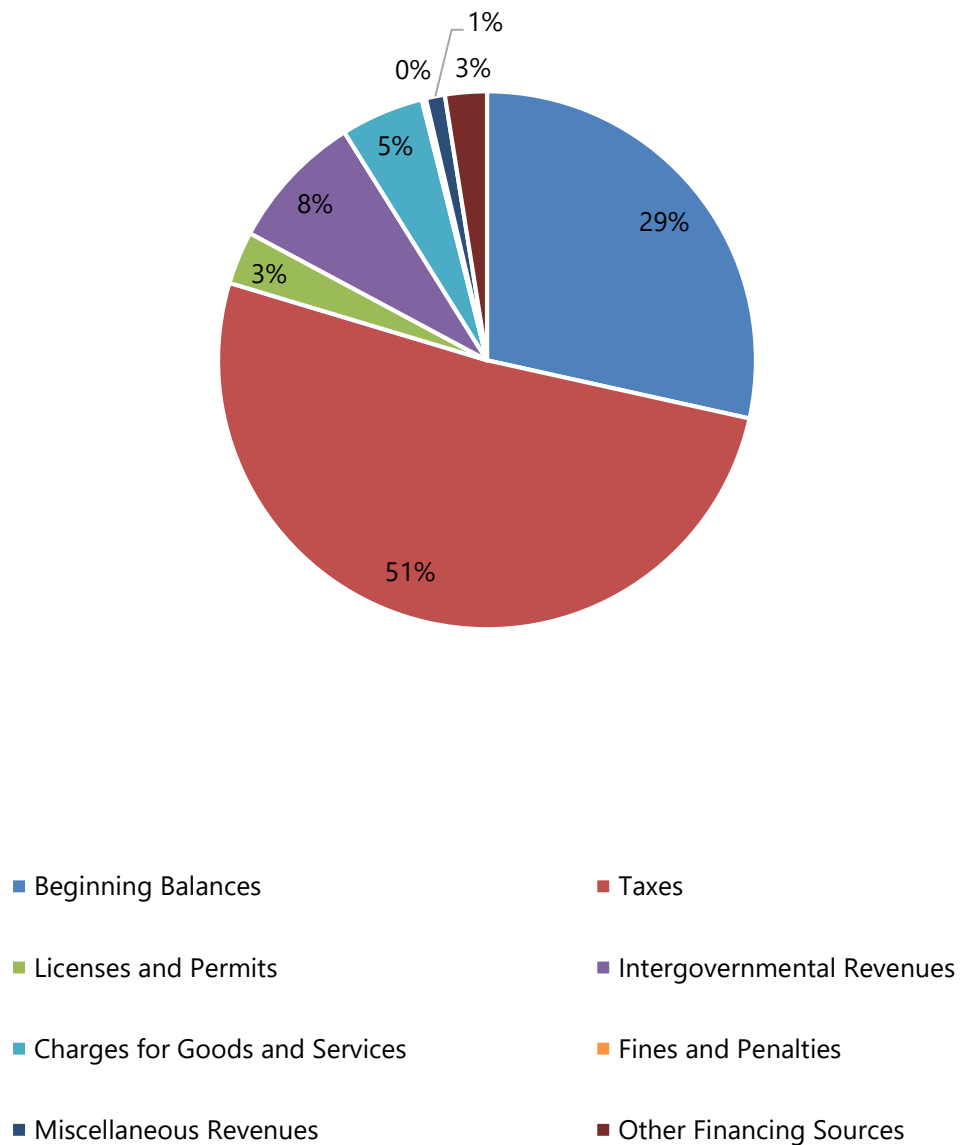
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Tumwater General Fund Resource Breakdown: 2006 (\$16.7 M)*Source: City of Tumwater and J Robertson and Company, 2018*

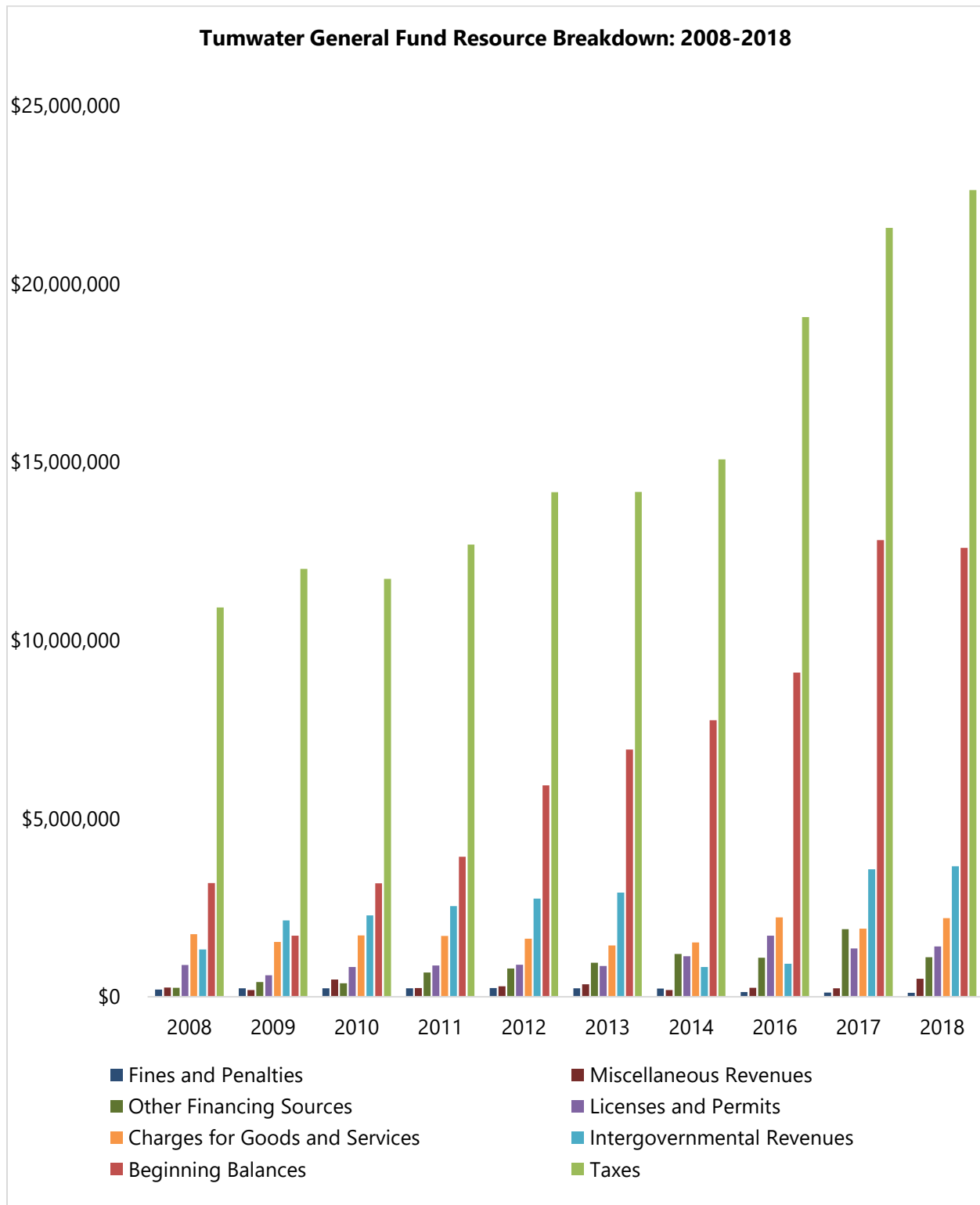
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Tumwater General Fund Resource Breakdown: 2018 (\$44.2 M)*Source: City of Tumwater and J Robertson and Company, 2018*

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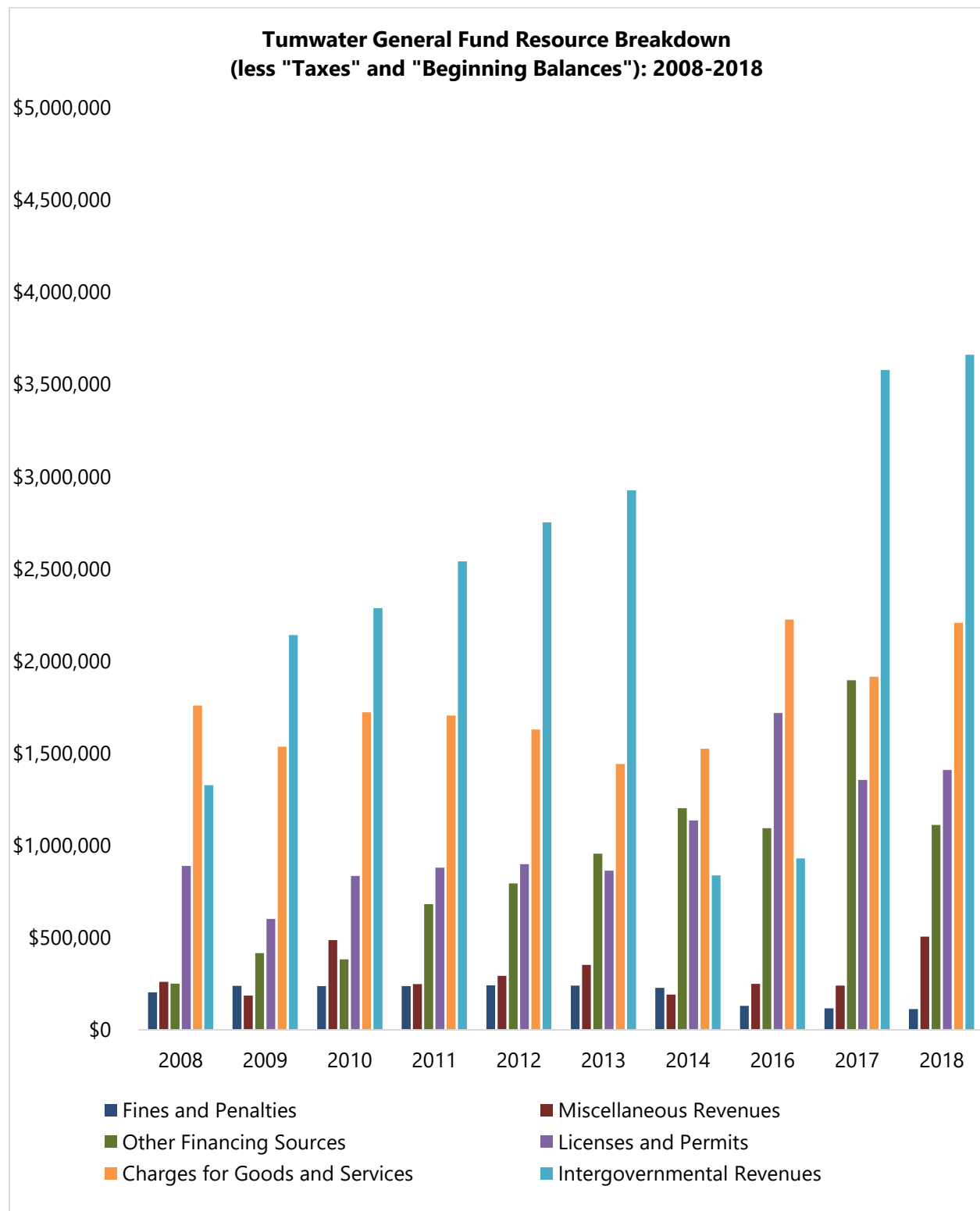
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Source: City of Tumwater and J Robertson and Company, 2018

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Source: City of Tumwater and J Robertson and Company, 2018

Peer City Overview

The peer cities review was aimed at addressing the question:

How has the City fared from a financial perspective – currently and over the last decade, relative to similar communities?

Five cities were selected as peer communities for revenue/expense comparisons in consultation with City staff.

Peer City Populations, 2006-2016

| City | Population (2016) | Annual Growth Rate (2006-16) |
|------------|-------------------|------------------------------|
| Tumwater | 23,040 | 5.4% |
| Arlington | 21,620 | 3.3% |
| Camas | 21,810 | 2.5% |
| Covington | 18,750 | 0.8% |
| Marysville | 64,940 | 6.7% |
| Snoqualmie | 13,110 | 5.3% |

Source: U.S. Census and Washington State Office of Financial Management (OFM), 2016

All selected cities were in the Puget Sound region –Tumwater south, Arlington north, and Snoqualmie east. Except for Marysville, peer cities were similar or slightly smaller in population than Tumwater.

With just over 23,000 residents as of 2016 and 23,830 residents as of 2018, Tumwater's population has also grown fairly-rapidly over the decade, increasing at an average rate of 5.4% per year. Much of this growth is due to annexation, notably in 2008 and 2016. Of the 9,500 residents added to Tumwater's population from 2006-16, approximately 5,900 of the new population (62%) occurred as the result of annexation. In the absence of annexation, the population growth rate would be adjusted down from 5.4% to about 2.4% per year.

Of the six comparison cities, Tumwater was the second largest in terms of population. Tumwater also was the second fastest growing community – behind Marysville and just ahead of Snoqualmie based on average annual population growth rate, including annexations.

Camas was most like Tumwater in that it offers full municipal services including water and sewer. It also operates a solid waste utility and operates a library, unlike Tumwater, which provides a library building operated by a special district. Marysville was significantly

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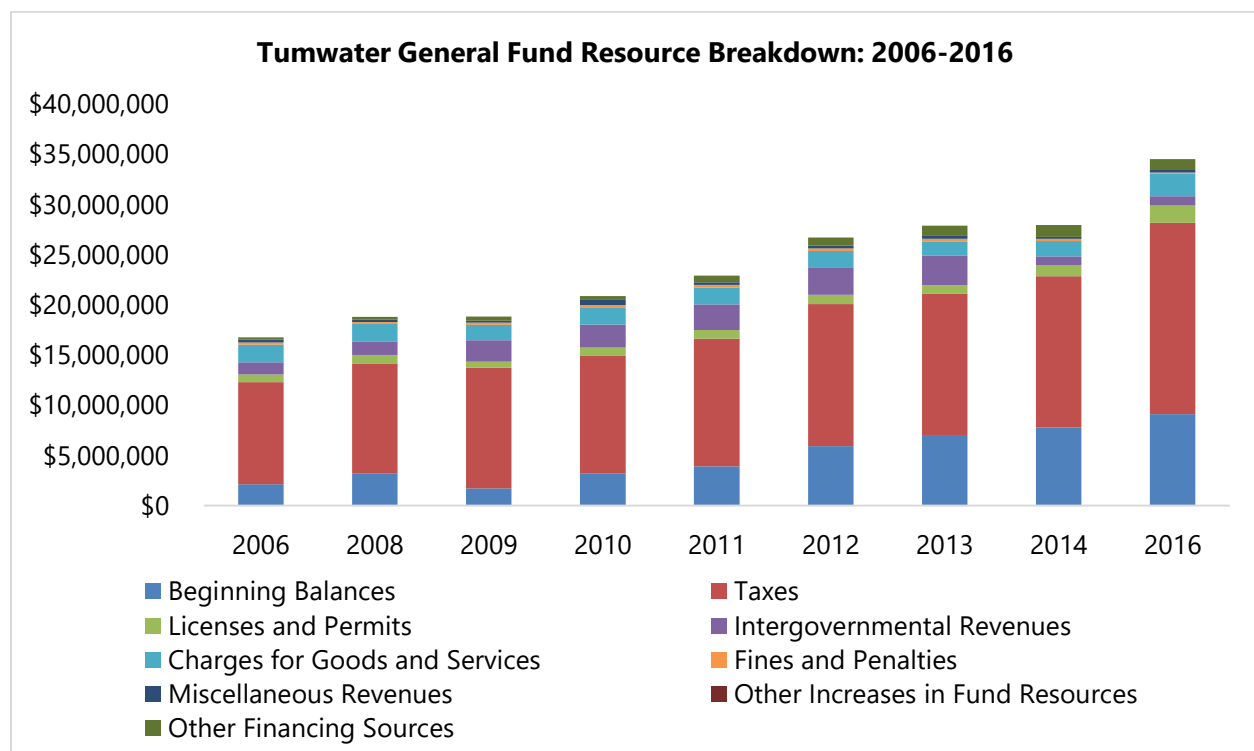
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larger, but offered the full suite of services, along with a solid waste utility. Arlington and Snoqualmie were similar in services offered. Covington was least like Tumwater in that it is a newer city and had no Fire Department, provided law enforcement by contract, had no library, and no water or sanitary sewer utilities. It also operated an aquatic center.

Revenues – Peer City Comparison

The following provided a **time-trend** overview of peer city revenues from 2006-16. Observations of note:

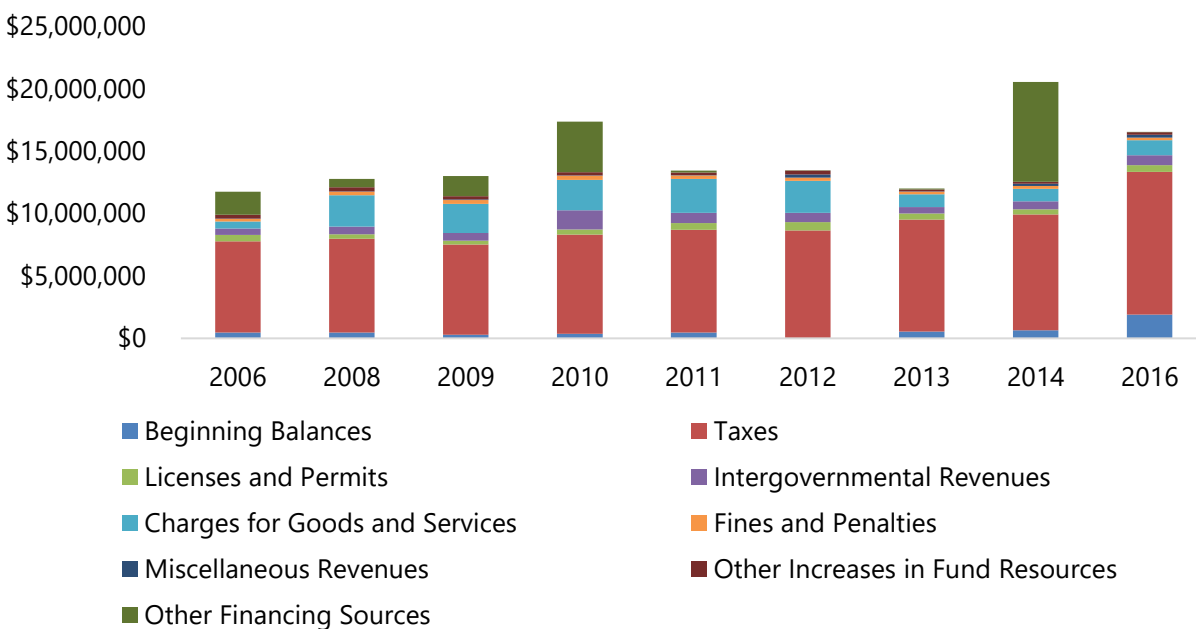
- Half of the cities reported multiple years with no, or very little beginning balances. Tumwater, Marysville, and Snoqualmie have grown beginning balances, even amidst economic downturn. In Tumwater, beginning balances are essentially “savings accounts” with already-identified future uses, such as deferred maintenance, infrastructure improvements, and emergency reserve purposes.
- Camas and Tumwater were the only cities without large infusions of “other financing sources” in one or more years (e.g. bonds or borrowing to finance general fund projects). See Arlington, as an example, in 2010, 2014.
- Until recently, intergovernmental revenues were proportionally larger in Tumwater than peer cities.



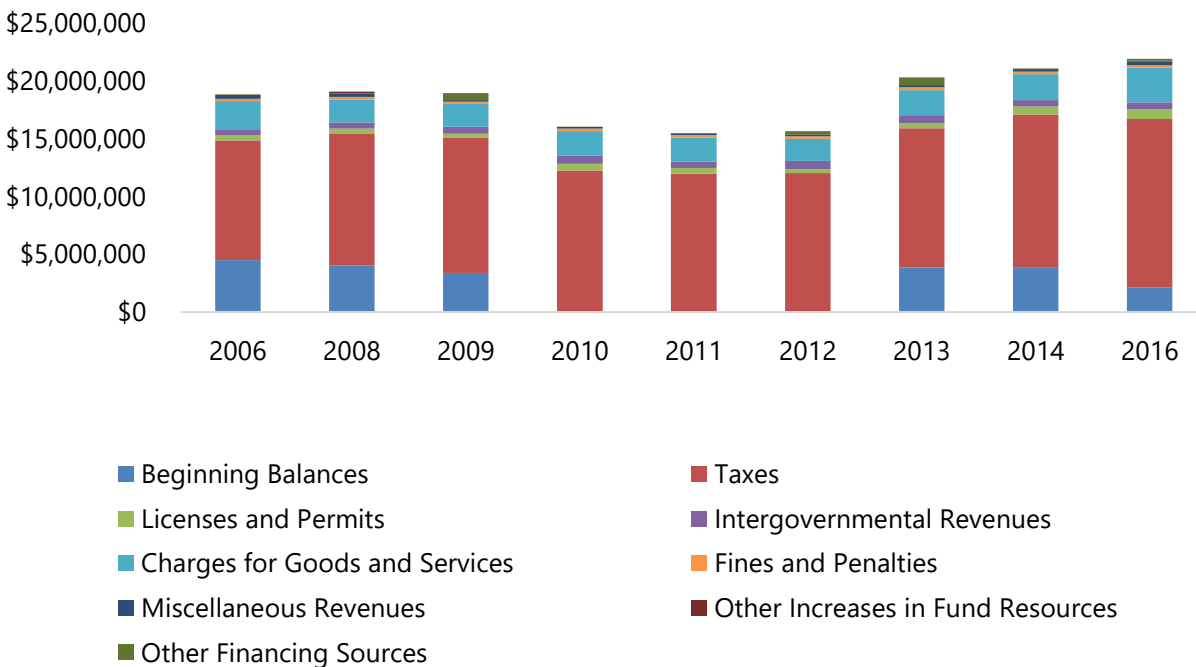
Source: City of Tumwater and J Robertson and Company, 2016

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Arlington General Fund Resource Breakdown: 2006-2016

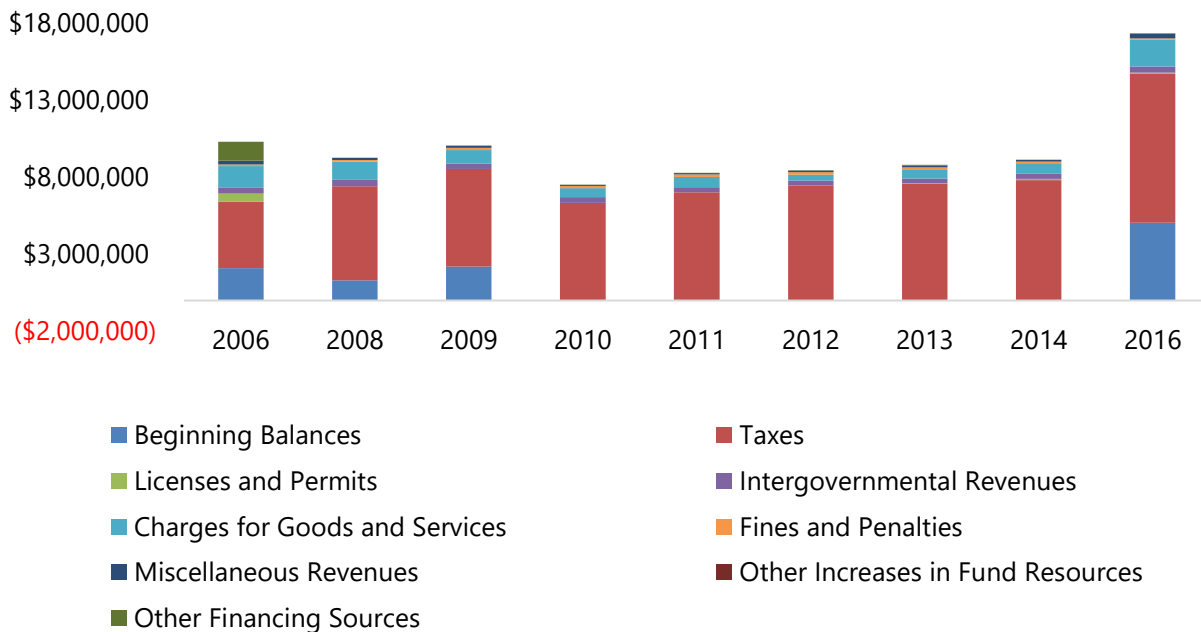
Source: City of Tumwater and J Robertson and Company, 2016

Camas General Fund Resource Breakdown: 2006-2016

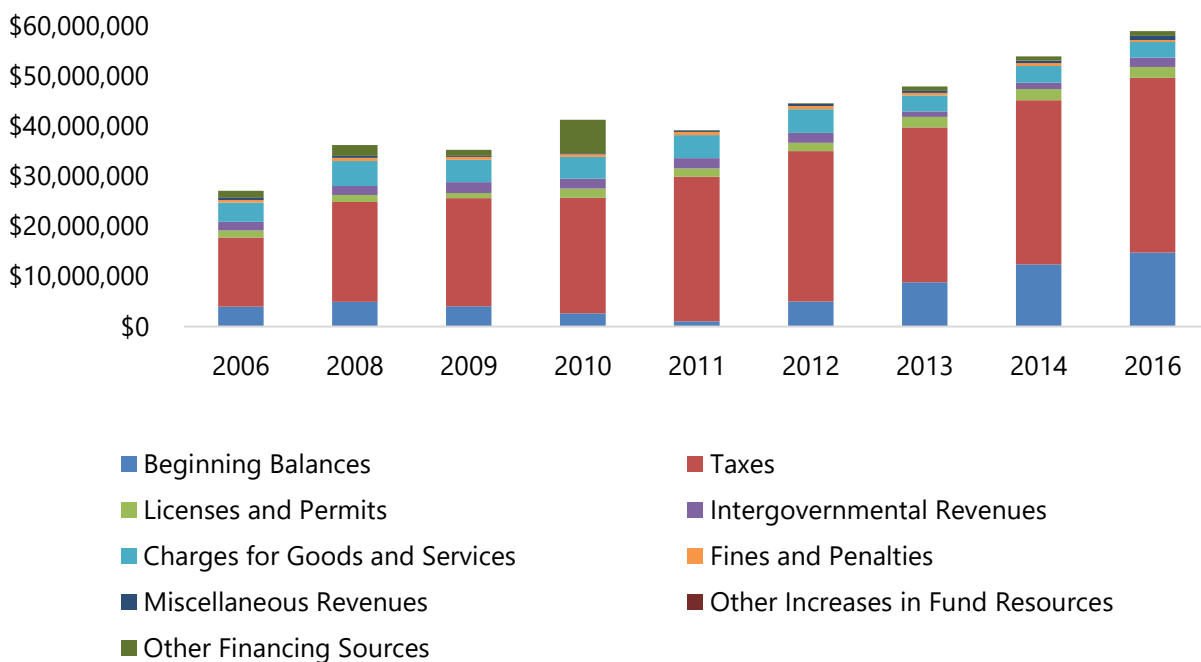
Source: City of Tumwater and J Robertson and Company, 2016

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Covington General Fund Resource Break Down: 2006-2016

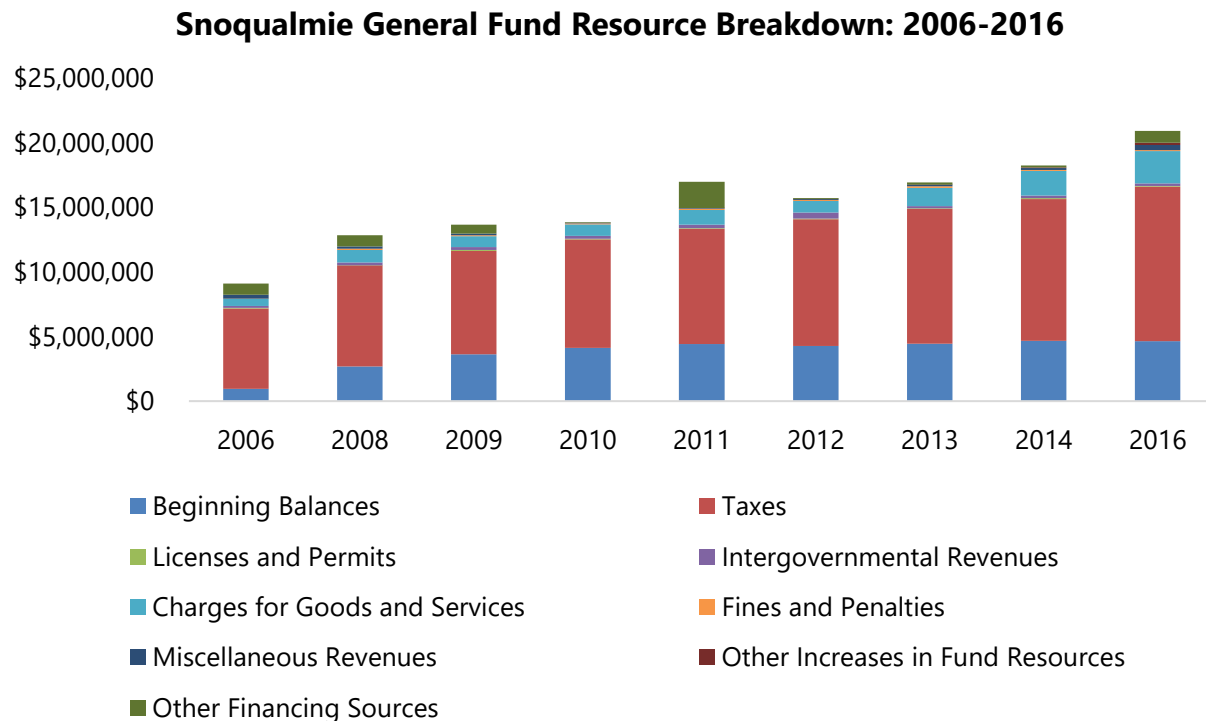
Source: City of Tumwater and J Robertson and Company, 2016

Marysville General Fund Resource Breakdown: 2006-2016

Source: City of Tumwater and J Robertson and Company, 2016

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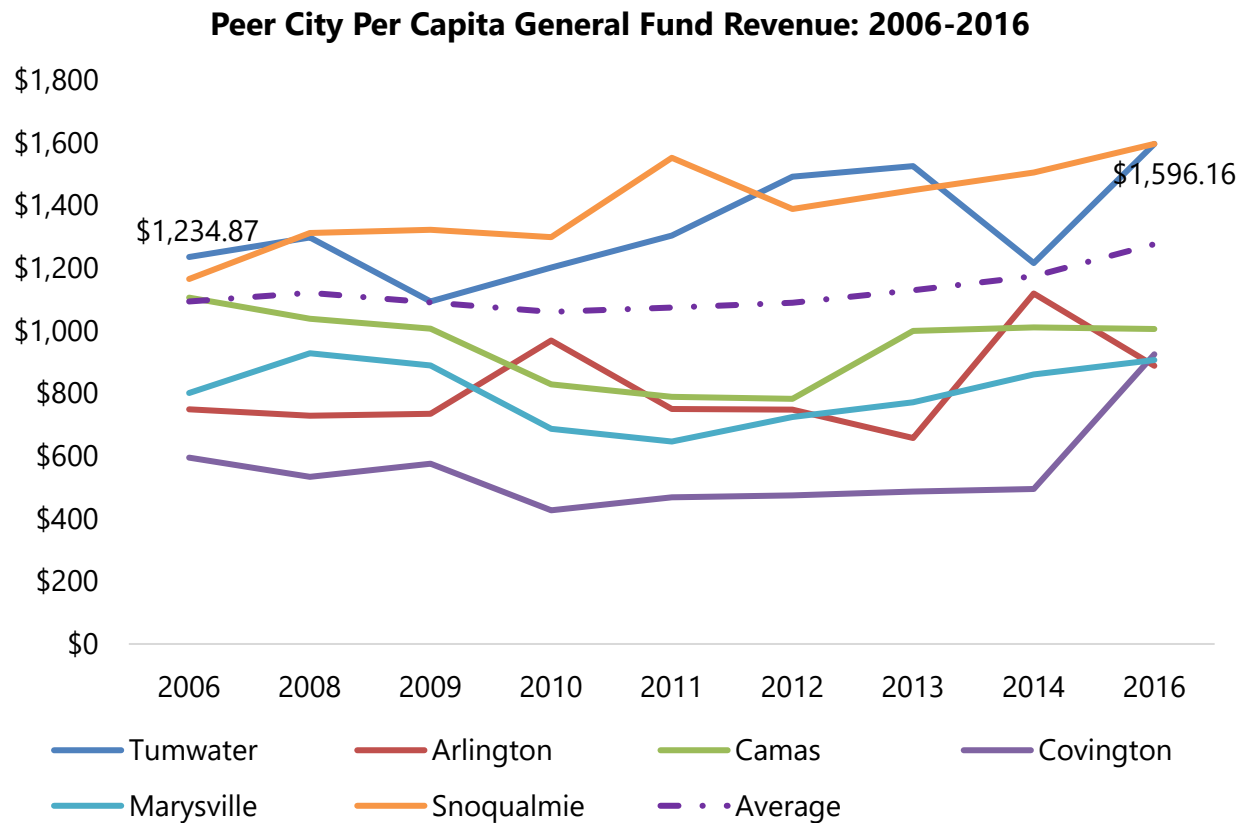


Source: City of Tumwater and J Robertson and Company, 2016

Another way to assess relative performance is via **per-capita revenues**. The following graph shows how Tumwater stacks-up in the General Fund versus the peer communities. Tumwater has remained at or above average per capita revenues for the peer city cohort over the past decade. This is likely attributable to a high daytime workforce population and higher than normal per capita sales tax performance given the City's regional spending capture rate.

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Source: City of Tumwater and J Robertson and Company, 2016

Expenditures - Tumwater

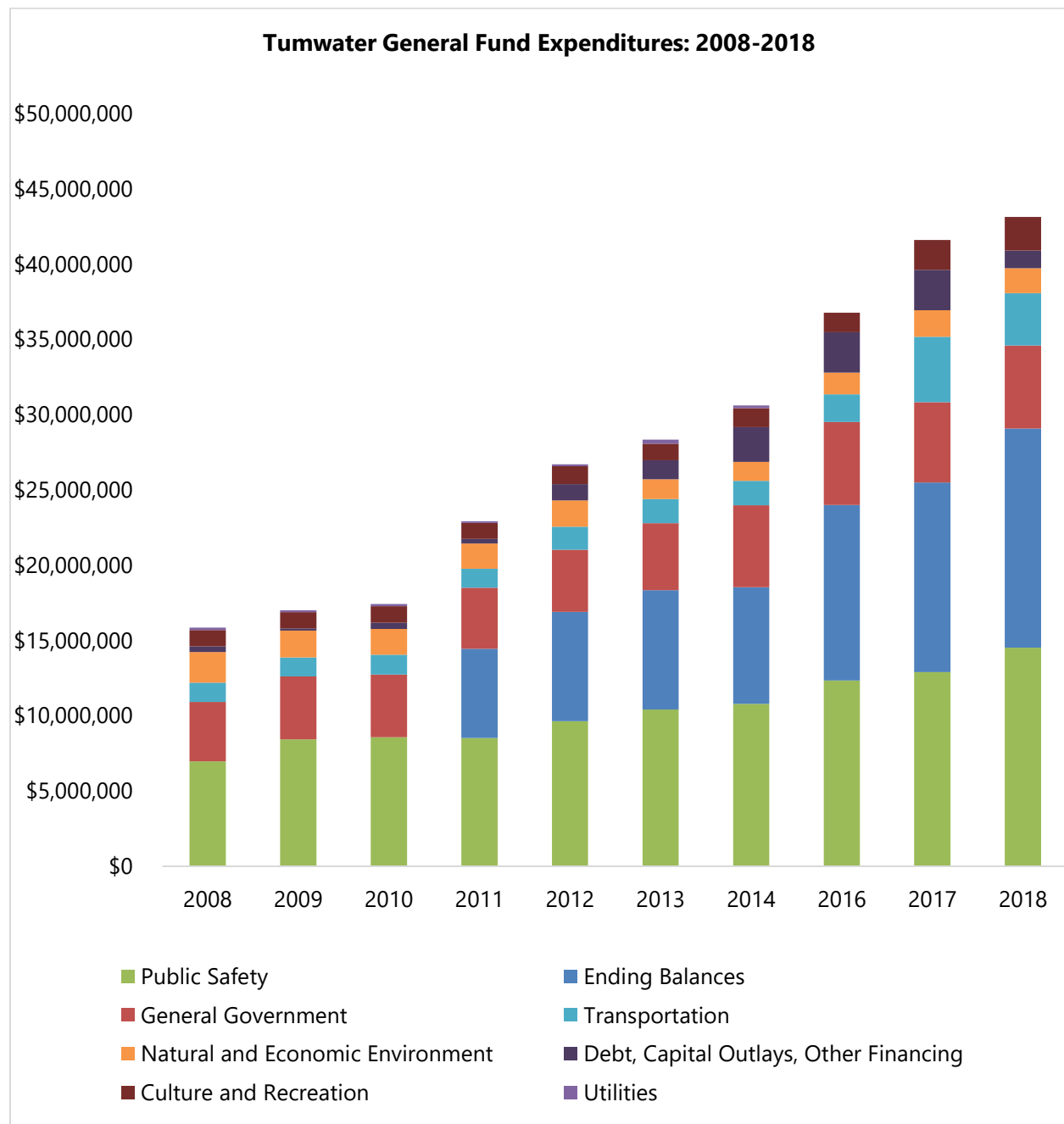
The City's general fund expenditures have grown over the past decade, although at a smaller clip than revenue. In three of the past five years, the City has been able to contribute to several reserves that fund facility maintenance and emergencies. The single largest expenditure remains public safety followed by general government. Other notable trends include:

- Spending in the natural and environmental category had dropped slightly and increased almost commensurately in culture and recreation, although these areas sometimes overlap.
- The beginning balance increase in 2016 has reduced, by default, the proportion of spending directed to general government and public safety seen in prior years.

Debt, capital outlays and other financing has steadily increased as a percentage of the City's expenditure portfolio since 2012. This primarily reflects increased spending on fire vehicles and the police station. Transportation spending has also grown at a slower pace.

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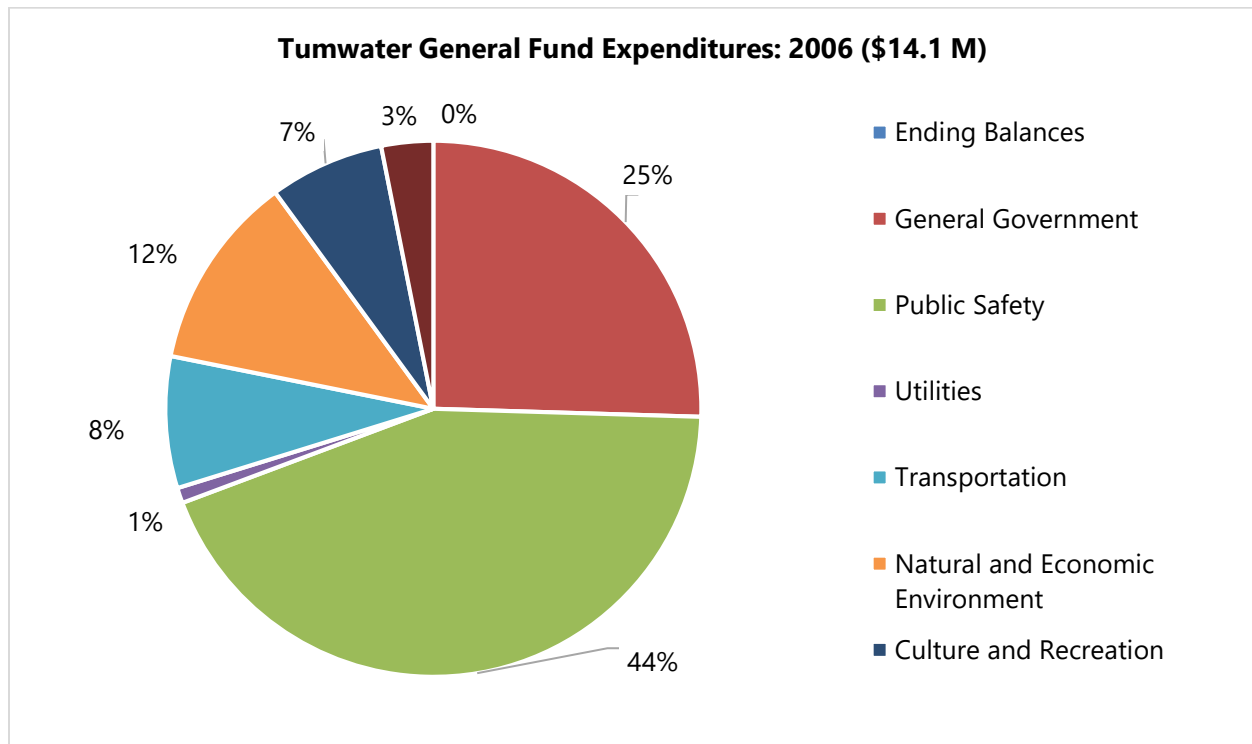
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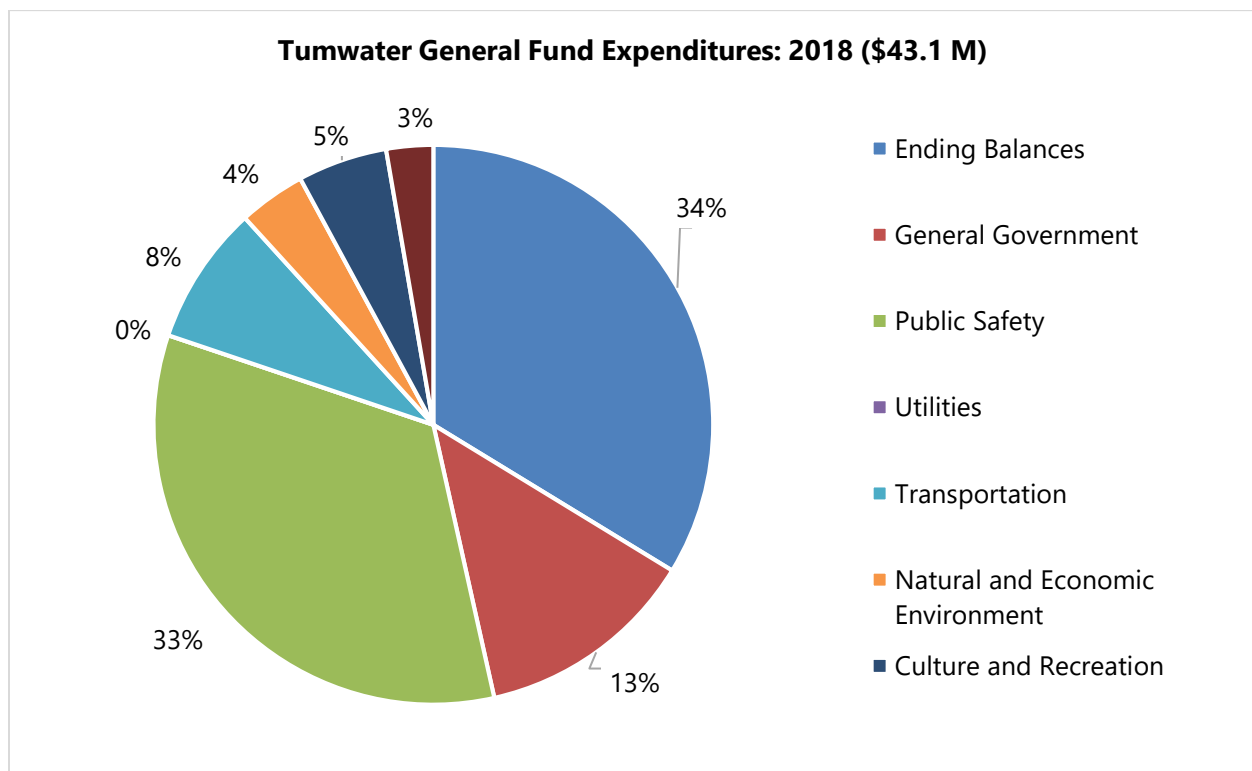
Source: City of Tumwater and J Robertson and Company, 2018

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Source: City of Tumwater and J Robertson and Company, 2018

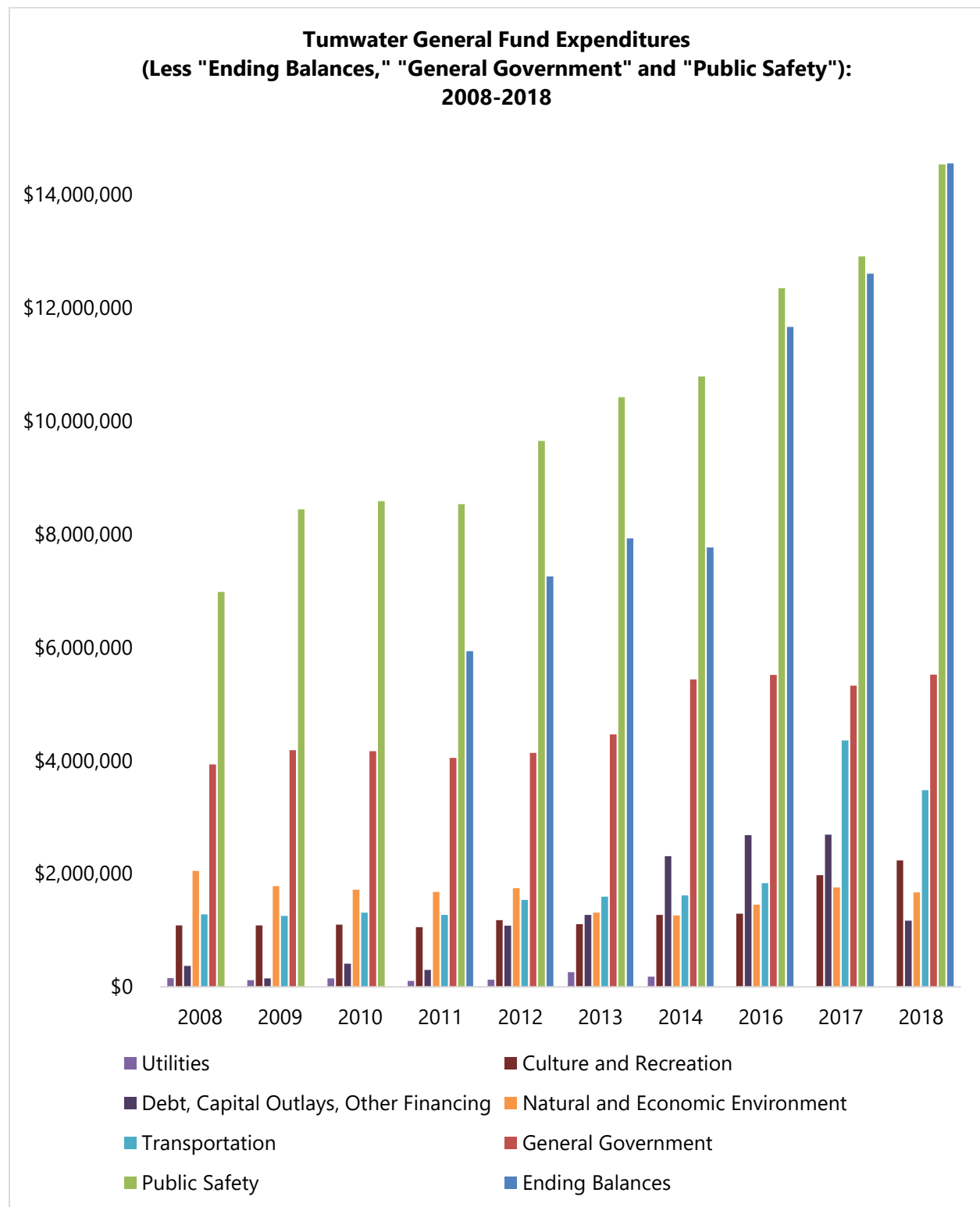


Source: City of Tumwater and J Robertson and Company, 2018



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Source: City of Tumwater and J Robertson and Company, 2018

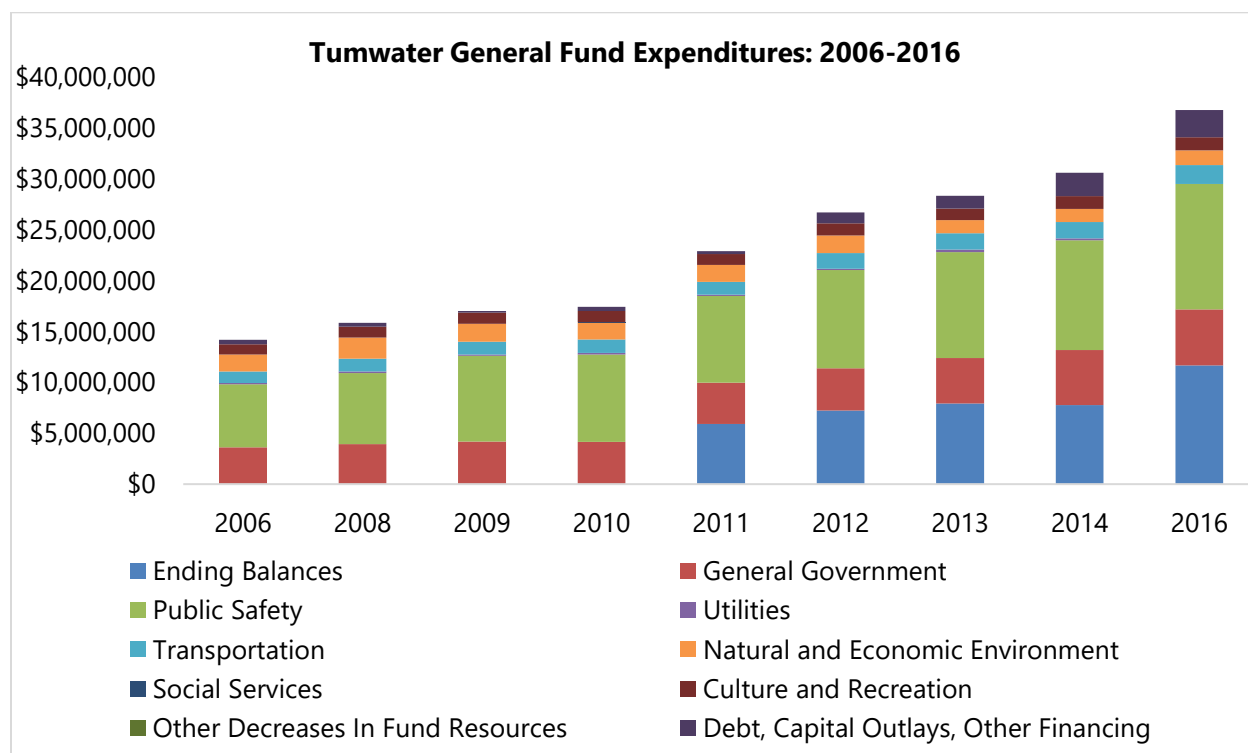
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Expenditures – Peer City Comparison

The following provides a **time-trend** overview of peer city expenditures, 2006-16. Observations of note:

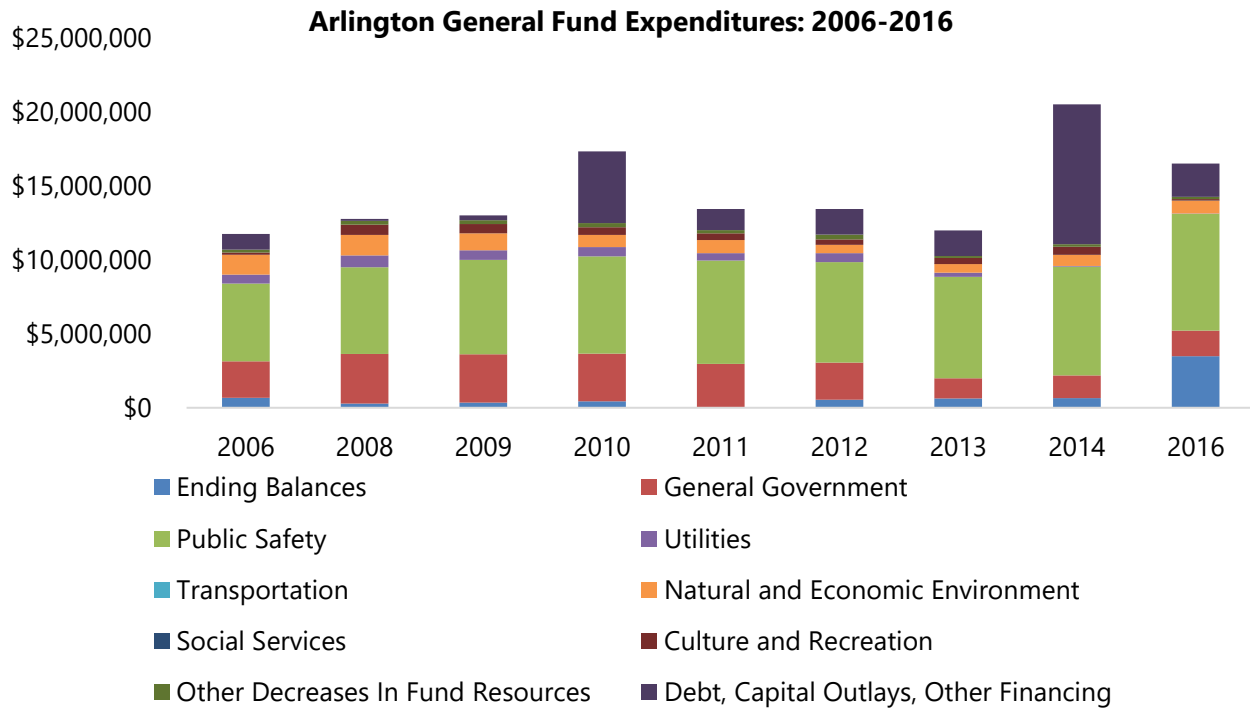
- Tumwater has sustained low levels of debt, capital outlays, and other financing relative to peer cities, and stronger growth in ending fund balances.
- Outside of recent ending balances, Tumwater's spending by category has remained remarkably stable compared to Camas (general government up) and Arlington (general government down).
- Tumwater's Transportation Benefit District is separately funded.



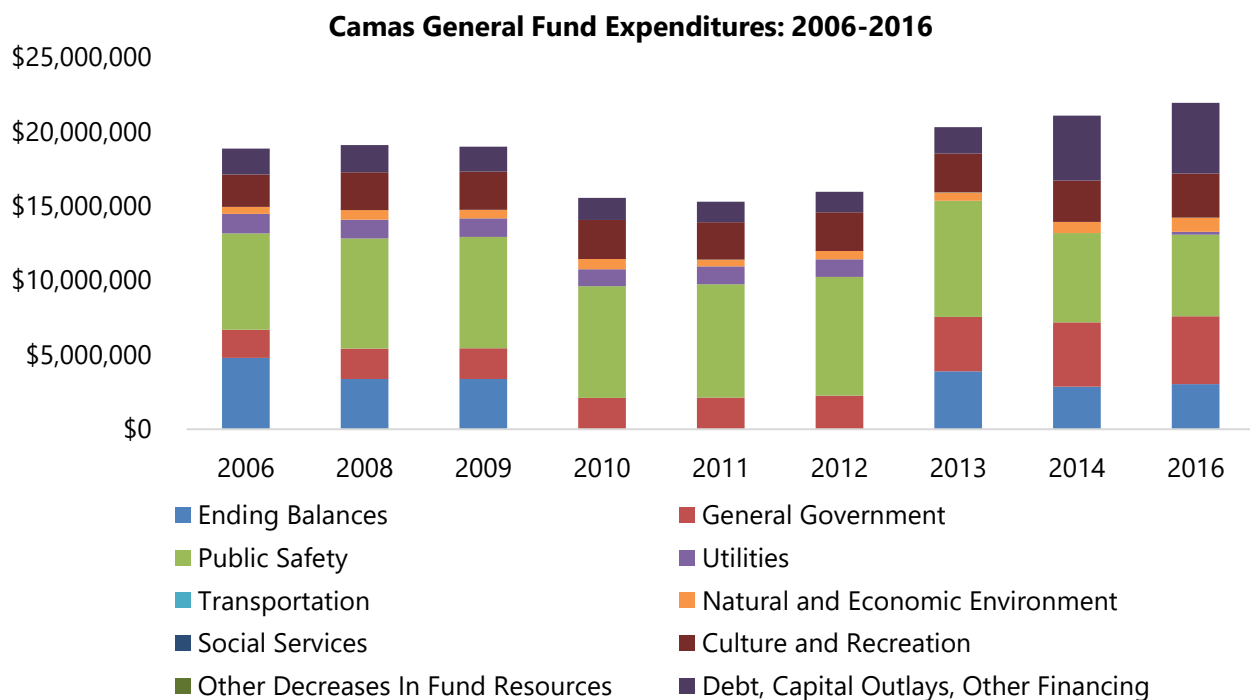
Source: City of Tumwater and J Robertson and Company, 2016

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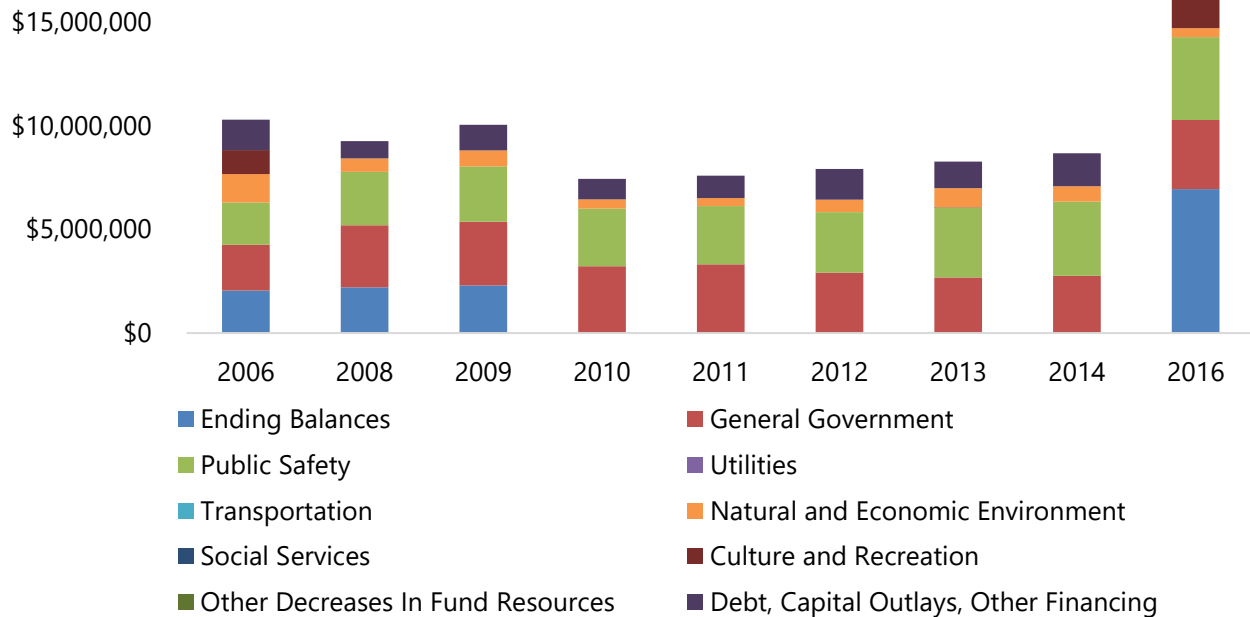
Source: J Robertson and Company, 2016



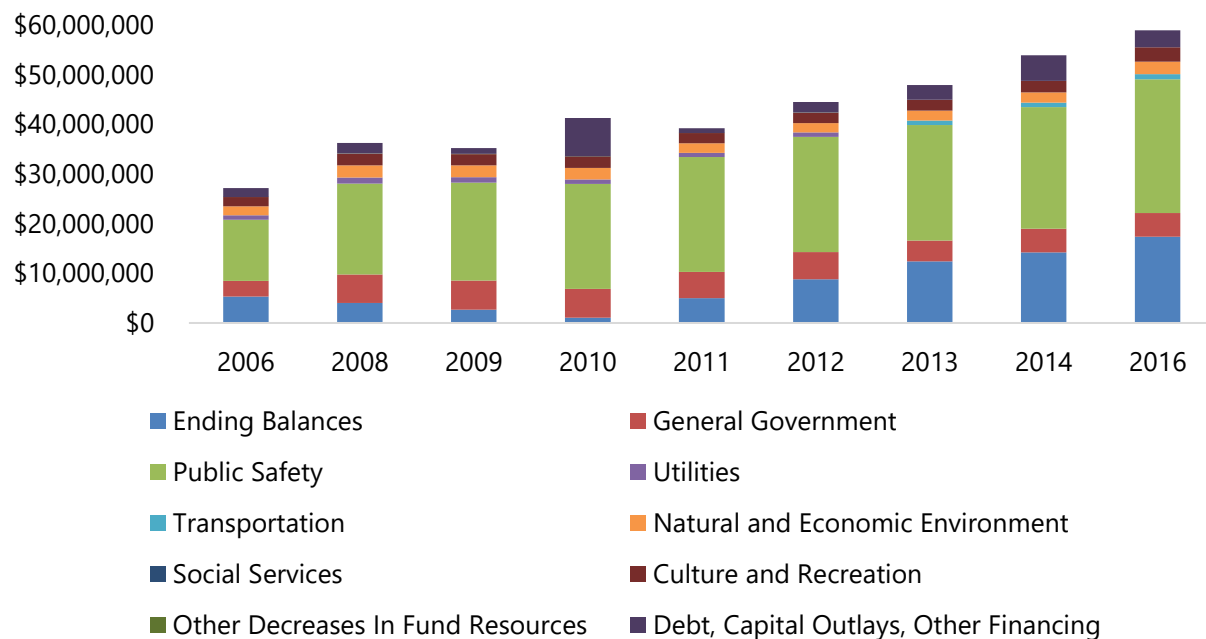
Source: J Robertson and Company, 2016

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Covington General Fund Expenditures: 2006-2016

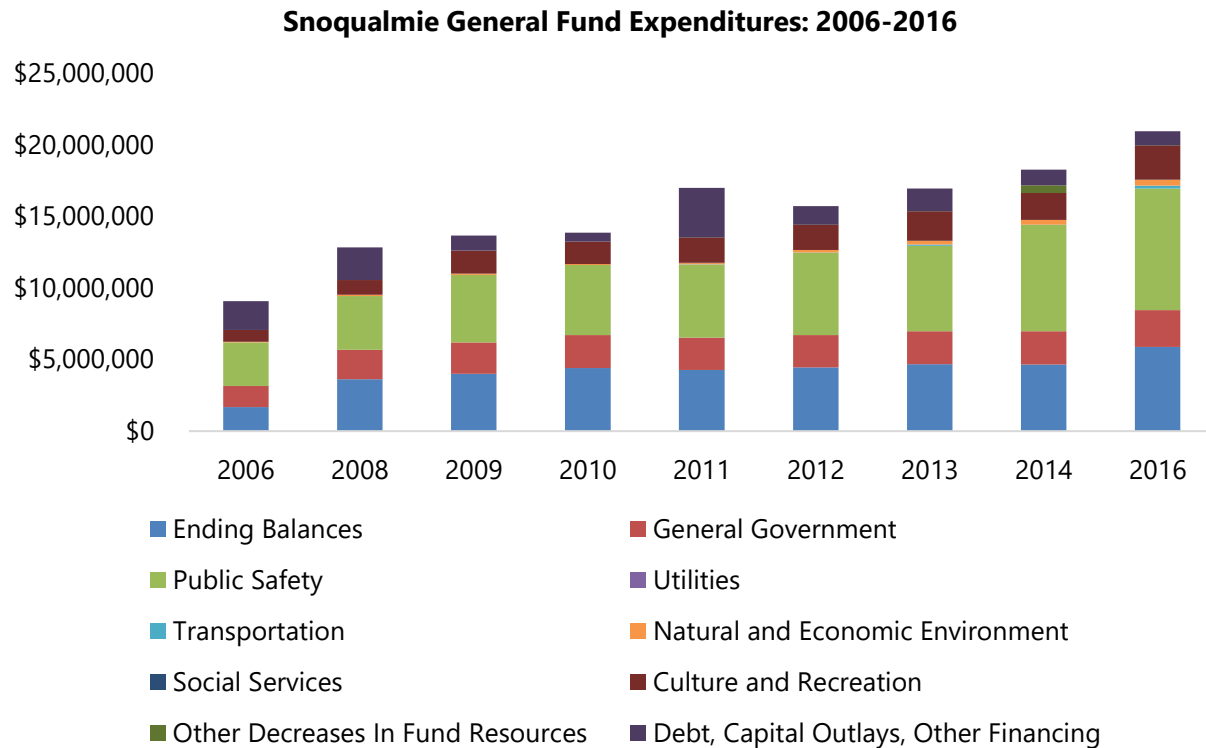
Source: J Robertson and Company, 2016

Marysville General Fund Expenditures: 2006-2016

Source: J Robertson and Company, 2016

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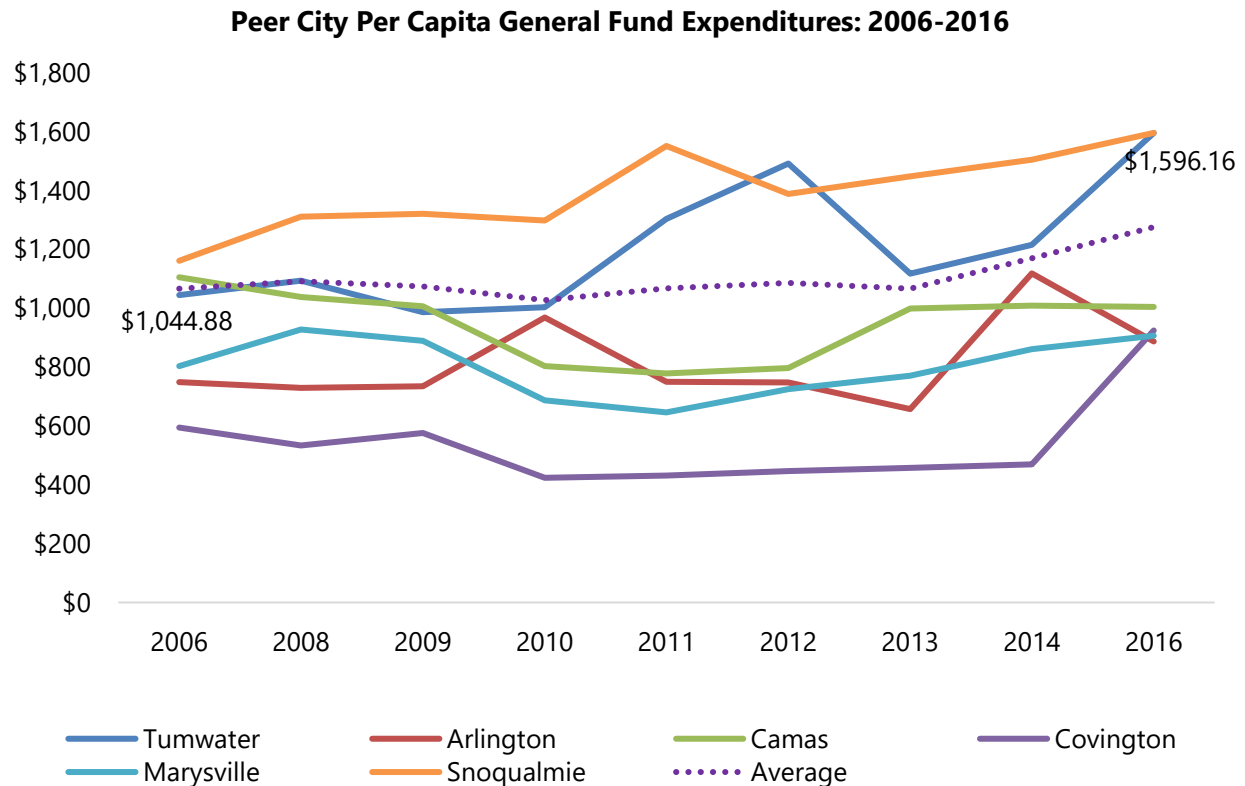
Source: J Robertson and Company, 2016

Another way to assess relative performance is via **per-capita expenditures**. The following graph shows how Tumwater stacked up in the General Fund versus the peer communities. Observations of note:

- Tumwater trailed only Snoqualmie in per capita general fund expenditures – notably, both cities also had the highest average ending balances, suggesting they were spending well under means.
- Snoqualmie and Tumwater had seen the most significant growth in per capita general fund expenditures over the past decade, followed by Covington. All three cities had significant commercial centers that likely allow them to attract regional retail revenues, which are distributed, in turn, for the benefit of a smaller permanent population base.

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Source: J Robertson and Company, 2016

Future Fiscal Considerations

Balancing Revenues and Expenses

Sustained fiscal health also requires attention to the expense as well as the revenue side of the ledger. The following offers some fiscal-planning considerations as the City moves forward with an updated economic development strategy:

- Tax revenues** – The City has a broad menu of tax options, including property, sales, business and occupation, and utility taxes. Broad increases in taxes have not enjoyed political support, but targeted taxes for specific purposes have become a significant tool in the past 20 years. In Washington, there are numerous options for sales and property tax increases to fund specific initiatives from public safety to housing, transit, and transportation. In some cases, the corresponding expenditure for the revenue is limited by statute, such as a Transportation Benefit District, and in other cases, the authority is broad, but a municipality can voluntarily choose to commit the expenditures, such as the 2011 Tumwater levy lid lift for public safety. Revenue diversity is also important so that as one revenue source falters, others may be there to pick up the slack. As per

capita B&O and sales tax revenues have faltered in prior years, stronger property tax growth led by annexations and new construction has made a larger contribution.

- **Capital project investments** – including use of bonds or other debt financing. Major capital projects tend to occur periodically rather than continuously – in response to waves of growth or later for facility refurbishment and replacement. Although the City has been spending less on capital outlay than the peer cities reviewed during the study timeframe, it appears that recent development has triggered significant capital investment and that the City has been saving revenue to finance major transportation enhancements in the Capitol Way corridor. A powerful tool to encourage and facilitate private investment in the community is investment in the infrastructure to support it. Recent partnerships with the Toyota dealership and the Craft District are good examples.
- **Efficient service delivery** – for core as well as discretionary municipal services. The City has a relatively high per capita expense for general government, utility services, public safety, and transportation. In part, the added responsibility may come from having a substantial employment base that is partially tax-exempt, placing a greater share of the cost burden on residents and taxable business activity. If this is the case, it provides a rationale for other fees or charges that can cover those expenses. One significant factor is likely the City's large size: it supports 23,000 people in an area encompassing more than 18 square miles. This makes efficient service delivery difficult in some cases, such as utility lines, roads, etc. Regardless, the City should continuously pursue efficiency measures such as encouraging growth to occur in areas nearest to existing services and utilities.
- **Staying ahead of inflation** – a substantial challenge due to the 1% limitation on property tax (except for new construction). To date, the City has managed to increase the cushion between revenues and expenses. However, increasing costs associated with core service delivery, such as general government, public safety, etc., may result in service cuts to discretionary services, such as natural and economic environment, culture and arts, etc., if new revenues and efficiencies are not identified.
- **Changes to level of service** – While level of service changes are often driven by declining revenue scenarios; they can also be adjusted intentionally through policy choices based on evolving community priorities. In other words, City Council can and often must consider trade-offs between competing community priorities – number of parks versus emergency response time versus new capital

project initiatives, etc. In some cases, service levels can be maintained by developing new revenue or fee structures, where those changes are politically viable.

Economic Development and Fiscal Vitality

The Tumwater community has expressed a clear preference for pursuing economic development as a means for improving the City's fiscal health versus new taxes and fees. Economic development considerations include

- Economic development represents an opportunity to expand the base of those paying into the City for services through new development, additional retail sales, new business activity, and tourism. In most cases, this activity represents opportunities to increase revenues at a greater rate than the corresponding increases in services commitments, thus bringing net revenue to the City. Numerous studies across the country generally support the calculation that business and economic development yields more revenue than cost, while residential development often represents a net fiscal loss. Consequently, a jobs-rich community can yield homeowner benefits in the form of reduced taxes on residential use and a higher level of municipal service.
- Embedded in the point above, but it is worth singling out here, is the "flexible" nature of taxable sales. Property taxes are capped at 1% growth annually, grants and inter-governmental revenue are unpredictable (and declining), and Washington State has no income tax. That leaves sales tax as the primary elastic source of revenue available to cities to fund increasing service demands and new community priorities. In effect, cities can attract and support increased business activity as a means of growing revenue, so long as that activity is consistent with community quality of life goals and supportable from an infrastructure investment perspective, (growth pays for growth either directly or via a net present value calculation).
- Tailoring an appropriate economic development strategy depends on a clear understanding of revenues versus expenses associated with different types of employment development. This suggests a more nuanced approach than in the past, with each major economic development project, each investment, considered on its own merits. While the City should be hospitable to businesses that meet all applicable zoning and other regulatory standards, there is a case to be made for going the extra mile for projects demonstrating strong fiscal return on investment, as determined by a Net Present Value (NPV) assessment taking into consideration future wages, spending, and taxes vs. up-front City investments, incentives, or tax-abatement strategies.

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- State facilities can be leased, provide redevelopment and employment in broader development areas, and bring other activities, such as other visitors to the community.
- Economic development resources and the ability to support infrastructure in conjunction with development are very limited and should be invested wisely. The City should focus investment in target areas, using it to deliver jobs and tax base, but also achieve other City Goals. Investment should target areas like the Capital Boulevard and Brewery District that have been identified as needing redevelopment, or the brewery property where development has been targeted, or the Warehouse and Craft Districts where development supports overall marketing and community image Goals. Targeted redevelopment can also improve transit utilization, remedy nuisance properties, and provide additional housing, including affordable housing.

Recommendations

The following recommendations focus on ways to incorporate fiscal vitality in the City's updated Economic Development Plan.

1. Seek development yielding clear fiscal benefits to the City:
 - The size and quality of new buildings can have short (construction sales tax) and long-range (building valuation) revenue impacts for the City.
 - On-going retail sales tax revenue are directly dependent on high volumes of taxable sales – not just retail but also from many private service businesses.
 - Business and occupations tax is also directly related to gross sales receipts – applicable not just to retail and for-profit service uses but to a full range of industrial uses.
 - Consider "in-lieu" fee structures for tax-exempt uses that affect City services.
2. Seek development that if not fiscally beneficially in the short-term, will show merit because of the way it helps achieve other City Goals in transit, housing, partnerships, and redevelopment. The brewing-distilling center now under development is a prime example given the City's historic connection to that industry, partnership with South Puget Sound Community College and opportunities for emerging businesses.
3. Encourage or incentivize development that maximizes efficient delivery of municipal infrastructure and services. A challenge for the City in the years ahead will be to encourage infill with in-place infrastructure before building further out – to reduce cost for new infrastructure and on-going public services. With

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environmentally constrained land, including those affected by the Mazama pocket gopher, this also suggests a priority for off-site mitigation to improve site utilization for easier to serve properties. It will also require close coordination with Thurston County and neighboring jurisdictions to re-shape the City's urban growth area potentially.

4. Prioritize the use of municipal non-maintenance funds (local and grants) to fund infrastructure projects that relate to fiscal stability/growth, leveraging other investment, and maximizing the achievement of other City Goals. The City should also, where possible, secure non-local sources of funding – especially for projects that are tax exempt and/or of regional/ statewide significance. This might occur through federal and state capital grants for infrastructure funding.
5. Utilize simultaneous long- and short-range economic development strategies that have immediate return to the City's strategic Goals, while also investing in long-term strategies including marketing, brand development, relationship building, and infrastructure.

ECONOMIC DEVELOPMENT PROFILE

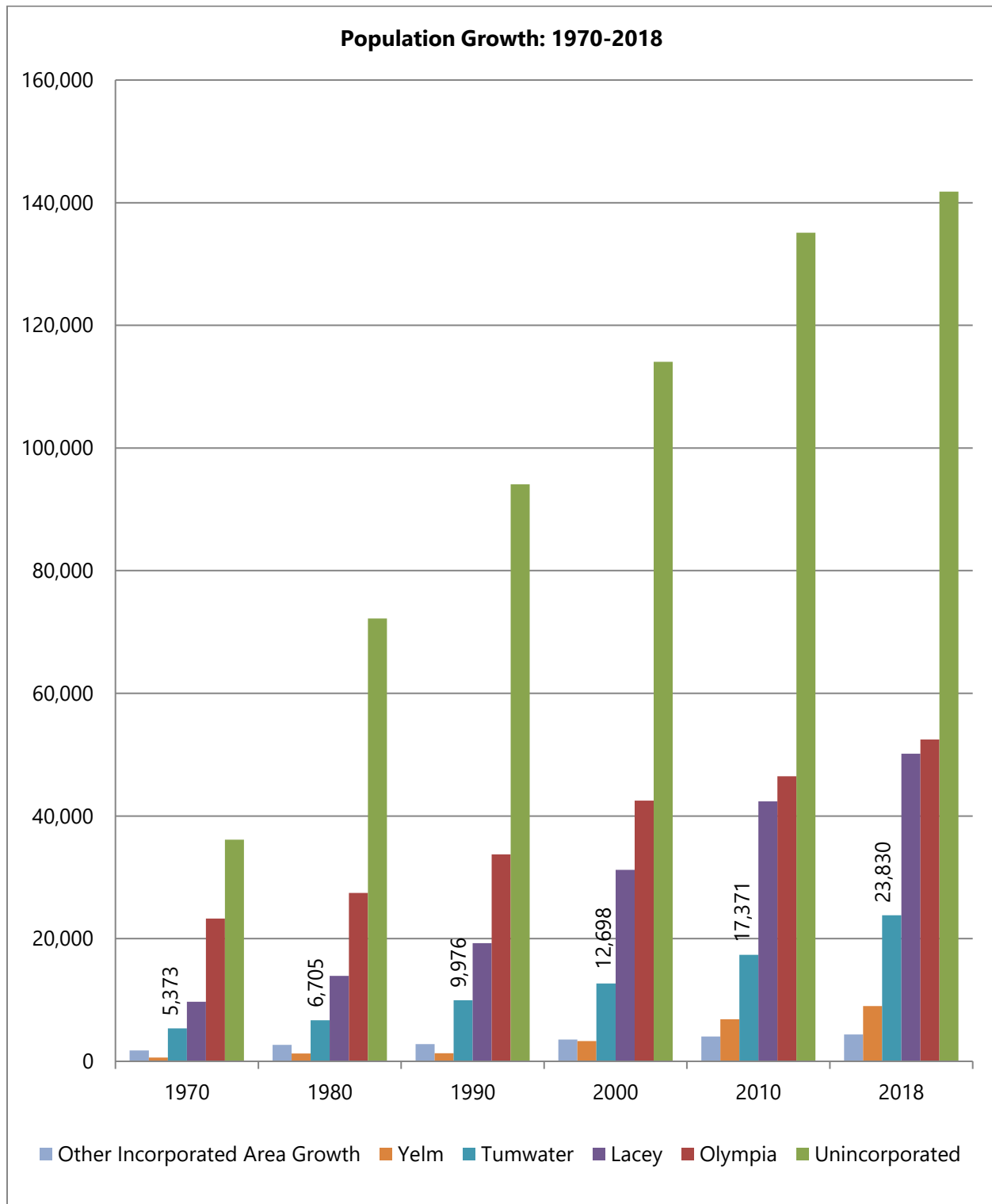
The following summarizes key aspects of the City's demographics, housing stock, household income, employment base, and retail market position. The **Technical Appendix** includes additional details, as well as a summary of the sources of this information.

Basic Demographics

As displayed in the graph below, a relatively small percentage of Thurston County's population lives in the City. The most significant growth over the past fifty years has taken place in unincorporated portions of the County. Tumwater has grown at a faster rate than both the County and State since 2010, and it is projected to do so again over the next five years, but at a more moderate pace.

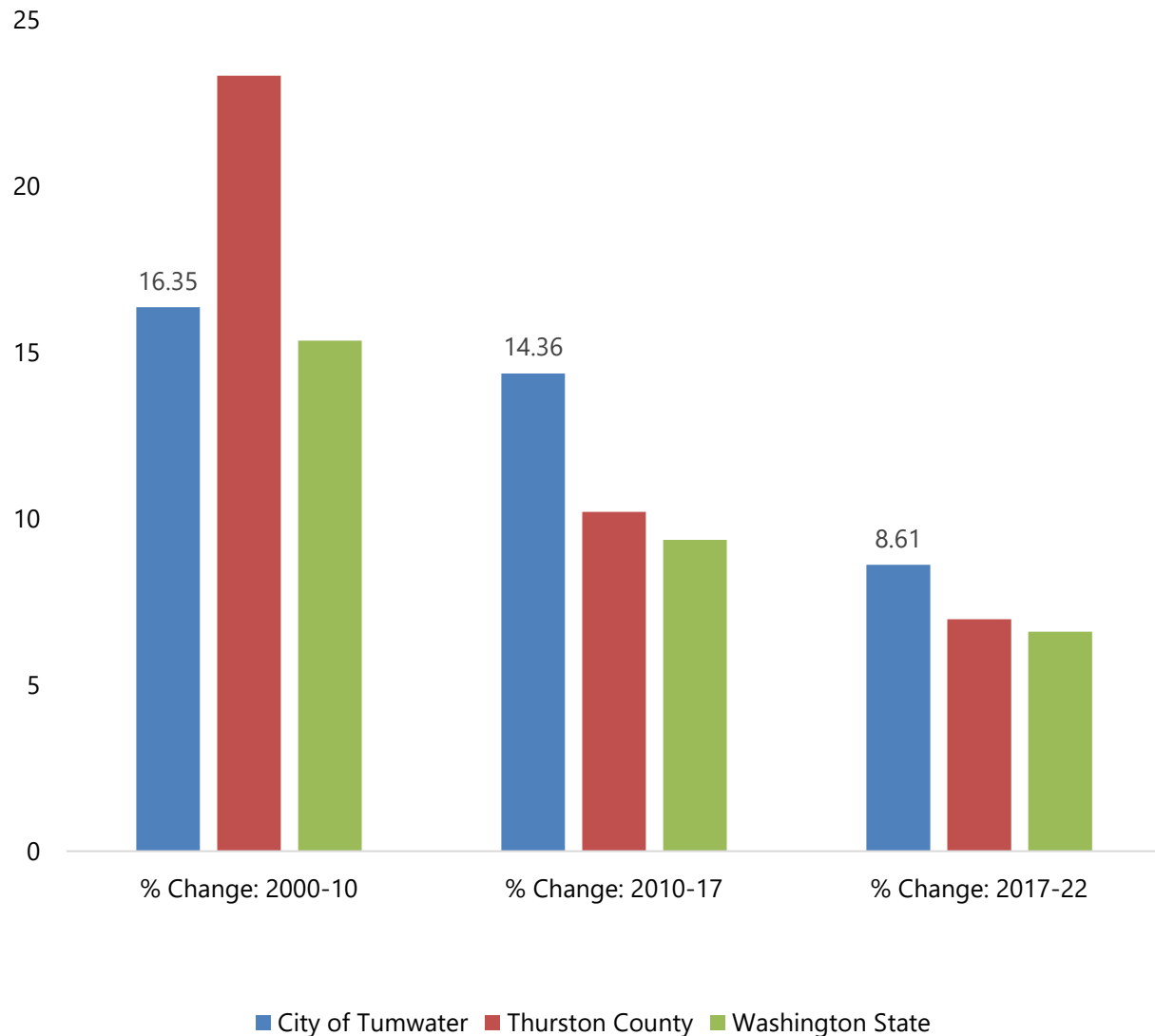
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Sources: Washington Office of Financial Management, US Census, 2018

**Household Growth Change Over Time (%):
Selected Geographies, 2000-2022**

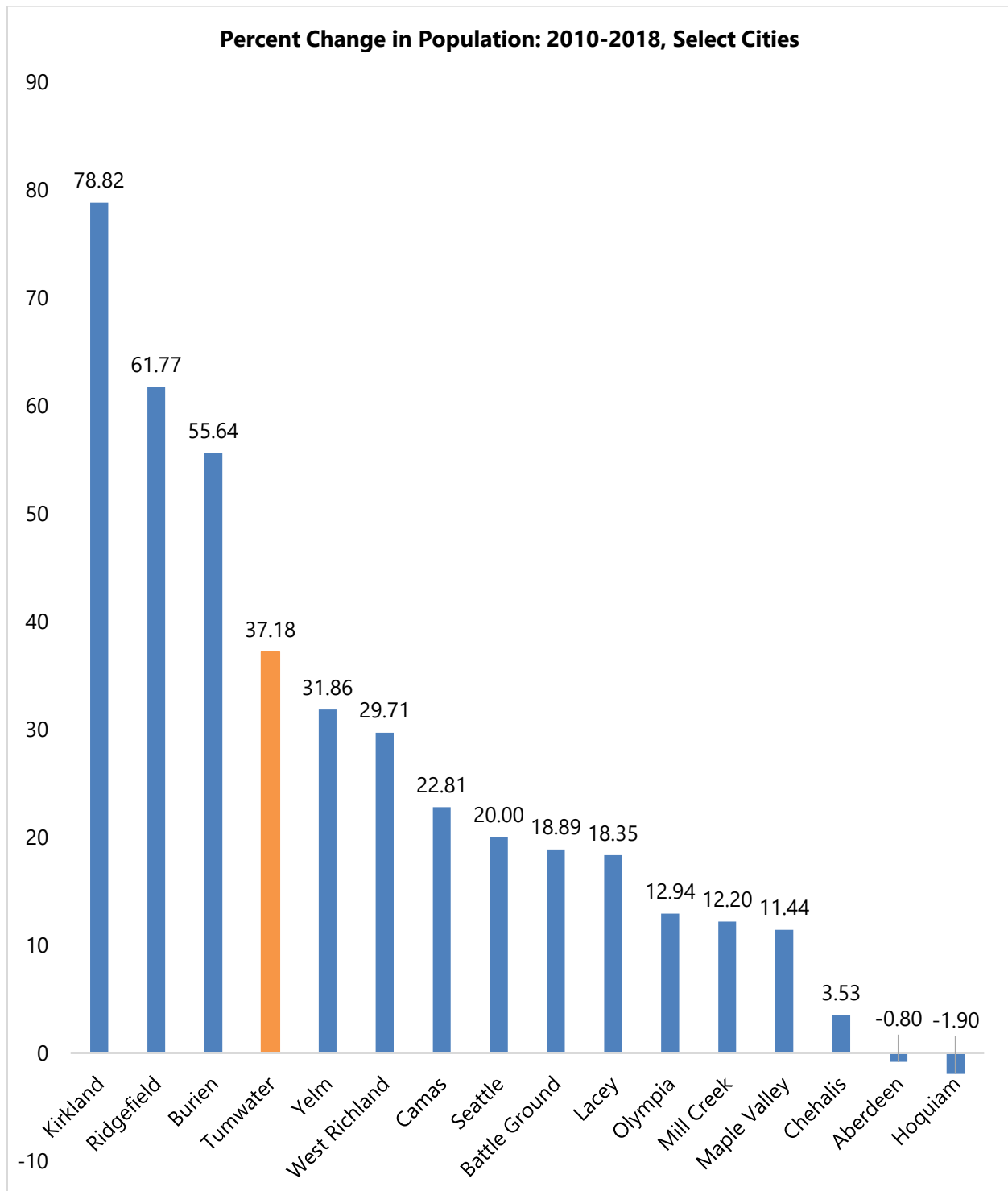


Source: *Environics*, 2017

By percent change, Tumwater has been the eighth fastest growing City in all of Washington since 2010, adding approximately 6,459 new residents. Like other fast-growing cities, the largest source of new residents has been annexation. The graph below and table on the next page shows the City's growth relative to other peer communities.

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Source: Washington State OFM, 2018

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Fastest-Growing Cities by % Change: 2010-2018

| | City | 2010-2018 Percentage Change in Population | 2010 Population Census | 2018 Population Estimate | 2010-2018 Numeric Change in Population | Population Change Due to Annexation | Net In- Migration | Percentage In- Migration |
|----|-----------------|----------------------------------------------------|------------------------------|--------------------------------|-------------------------------------------------|----------------------------------------------|----------------------|--------------------------------|
| 1 | Kirkland | 78.82 | 48,787 | 87,240 | 38,453 | 31,816 | 6,637 | 17% |
| 2 | Ridgefield | 61.77 | 4,763 | 7,705 | 2,942 | 16 | 2,926 | 99% |
| 3 | Burien | 55.64 | 33,313 | 51,850 | 18,537 | 14,292 | 4,245 | 23% |
| 4 | Airway Heights | 48.59 | 6,114 | 9,085 | 2,971 | 1,419 | 1,552 | 52% |
| 5 | Gig Harbor | 44.82 | 7,126 | 10,320 | 3,194 | 14 | 3,180 | 99% |
| 6 | Kent | 39.49 | 92,411 | 128,900 | 36,489 | 25,458 | 11,031 | 30% |
| 7 | Sammamish | 38.64 | 45,780 | 63,470 | 17,690 | 11,566 | 6,124 | 35% |
| 8 | Tumwater | 37.18 | 17,371 | 23,830 | 6,459 | 3,259 | 3,200 | 50% |
| 9 | Liberty Lake | 36.87 | 7,591 | 10,390 | 2,799 | 0 | 2,799 | 100% |
| 10 | Bothell | 35.08 | 33,505 | 45,260 | 11,755 | 6,801 | 4,954 | 42% |

Population Change and Rank for Cities and Towns, April 1, 2010 to April 1, 2018.

Thurston was the 6th fastest-growing County in Washington, by % change.

Tumwater was the 8th fastest-growing City (with pop above 1,000) in Washington between 2010-2018.

Added over 5,800 people, 50% of which were new in-migrants vs. annexations.

Source: Washington State OFM, 2018

Tumwater has an average household size of 2.29 and an average family size of 2.92. Just over 29% of households have at least one child under the age of 18, and just over 24% have at least one senior.

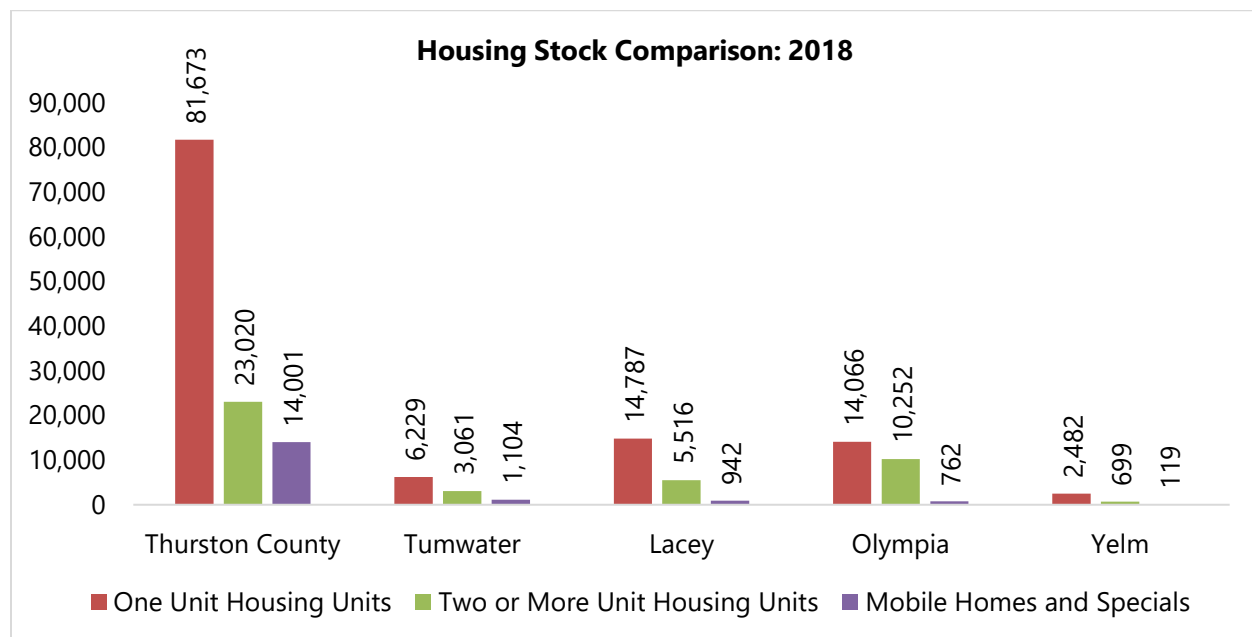
Additional Demographic Information

- **About one in ten Tumwater residents report having at least one disability.** Nearly 10% of residents are active duty or retired military, and approximately 5% speak a language other than English at home.
- **Tumwater residents have a median age of 37.1.** There are 14,669 people of voting age, and 2,667 seniors.
- **The City is predominately white (79%), but is also home to significant Asian, Latino, African-American, and other populations.** The percentage of Tumwater's population that is a minority racial group has grown from 14% in 2007 to 21% in 2017.
- **At 22 minutes in average, Tumwater residents have a shorter commute than their peers in Thurston County and Washington State.** Nearly 6,000 out of an estimated 8,337 workers travel 15 minutes or less, while nearly 1,000 workers travel 50 minutes or more. On the other side, Tumwater residents are less inclined to use alternative transportation. Eighty-two percent of Tumwater residents drive alone to their jobs, compared to 79% and 73% for Thurston County and Washington State respectively.

- **Approximately one out of every five Tumwater residents is pursuing some form of education.** With respect to educational attainment, among the population age 25 or higher, 35% have earned a bachelor degree or higher and just 6% have not earned at least a high school diploma. Tumwater has a higher percentage of Master's Degree holders, and a smaller percentage of people without high school degrees than both Thurston County and Washington State as a whole.

Housing

- There are an estimated 10,394 housing units in Tumwater as of 2018 (and more than 179,000 in all of Thurston County). Single-unit structures constitute 60% of the existing housing supply. The Thurston Regional Planning Council forecasts that Tumwater will supply nearly 23,000 units by the year 2040.
- Approximately 56% of Tumwater housing is owner-occupied, about 10% lower than the countywide average. At \$249,000, the value of owner-occupied housing in Tumwater is notably lower than the Thurston County and Washington State median (\$267,000 and \$293,000 respectively).
- While Tumwater home prices have increased significantly over time, they have lost a bit of ground to neighboring jurisdictions. Tumwater had the highest median price in 1990, but it has gradually slipped to "fourth place" in Thurston County due, in large part, to new home construction in other jurisdictions.



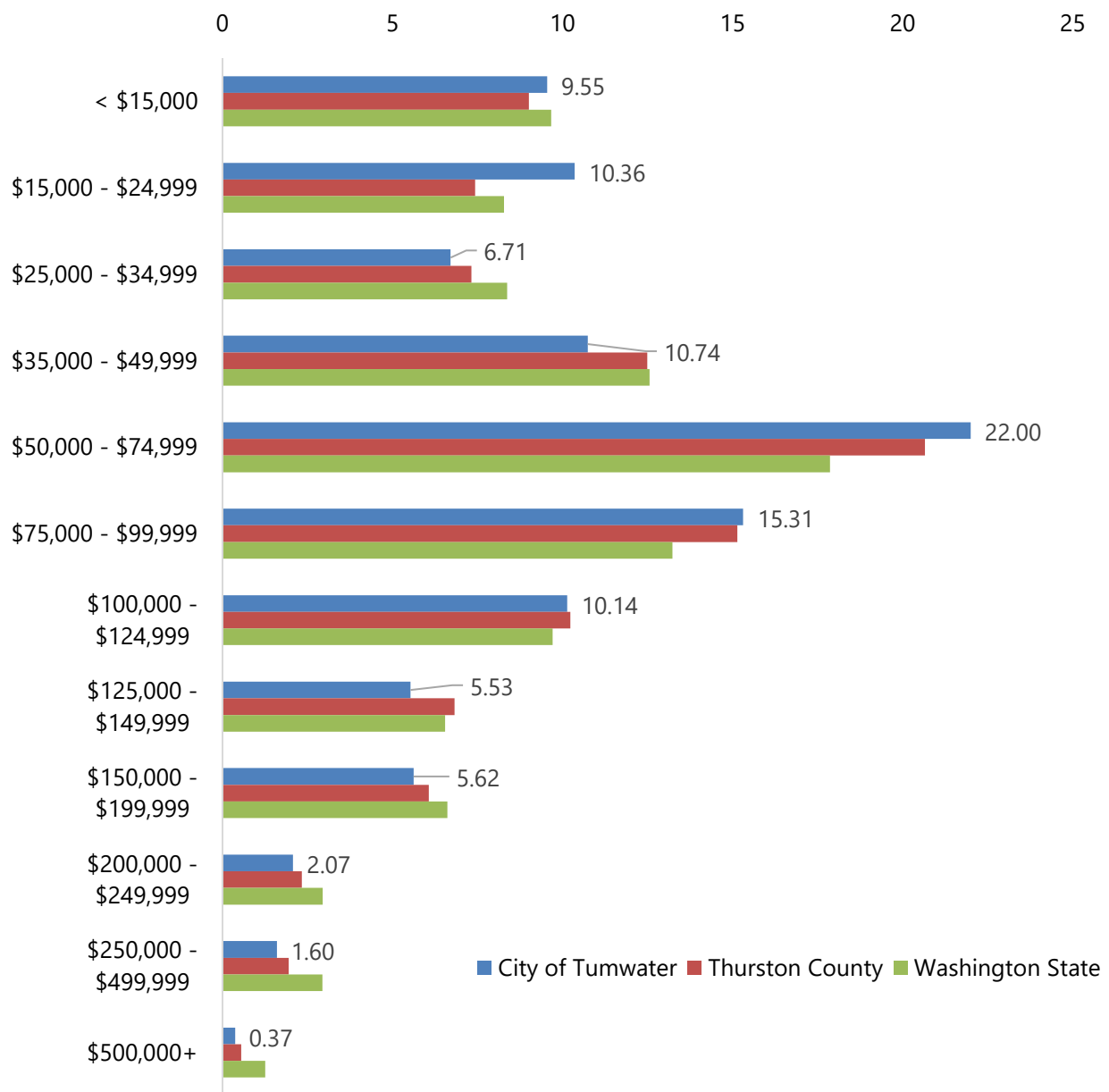
Source: Washington State OFM, 2018

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Household Income

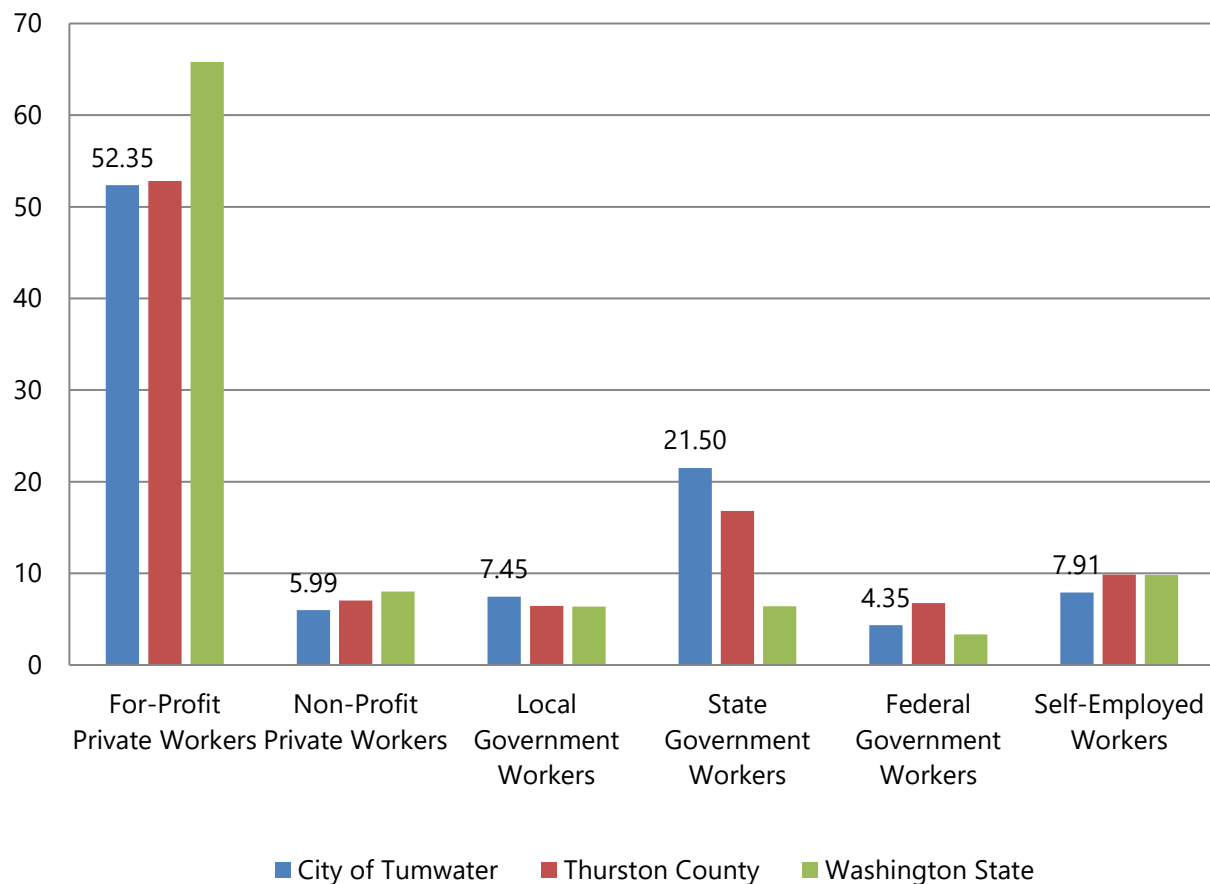
As shown in the chart below, Tumwater has more middle- and low-income earners than both the County and State. The strong middle-income levels are primarily attributable to State government employment.

Distribution of Household Income (%): Selected Geographies, 2017Source: *Environics*, 2017

Employment

Tumwater has a higher proportion of local and State government workers compared to the rest of Thurston County and Washington State, and a lower percentage of for-profit and self-employed workers. Tumwater has about 9% more “white collar” and 5% fewer “blue collar” workers than the State on average. In other words, Tumwater employment is dominated by “office” occupations.

Employment by Class of Worker (%): Selected Geographies, 2017



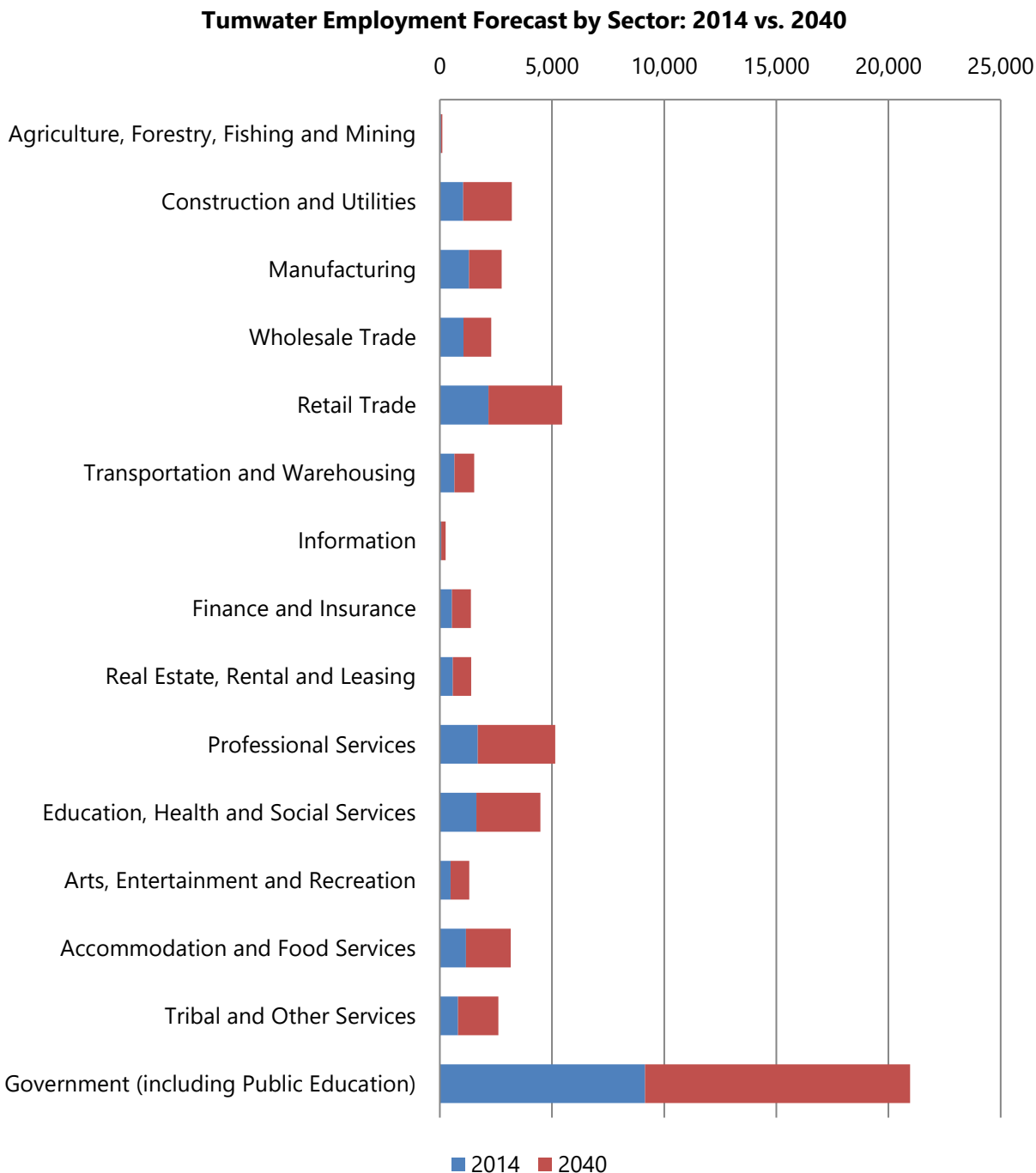
Source: *Environics*, 2017

Employment in Tumwater stabilized in the first quarter of 2013, after an extended period of decline. The slower recovery in Tumwater compared with the rest of Thurston County and the State average is most likely due to the lag local and State governments experience at the end of a recession, before tax revenues return to normal. Looking forward,

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government is forecast to be the largest employment driver, followed by professional services, education, health care, and retail. In addition, in 2014 the City had more jobs in the manufacturing sector than any other jurisdiction in Thurston County and had nearly 40% of the manufacturing sector in Thurston County.



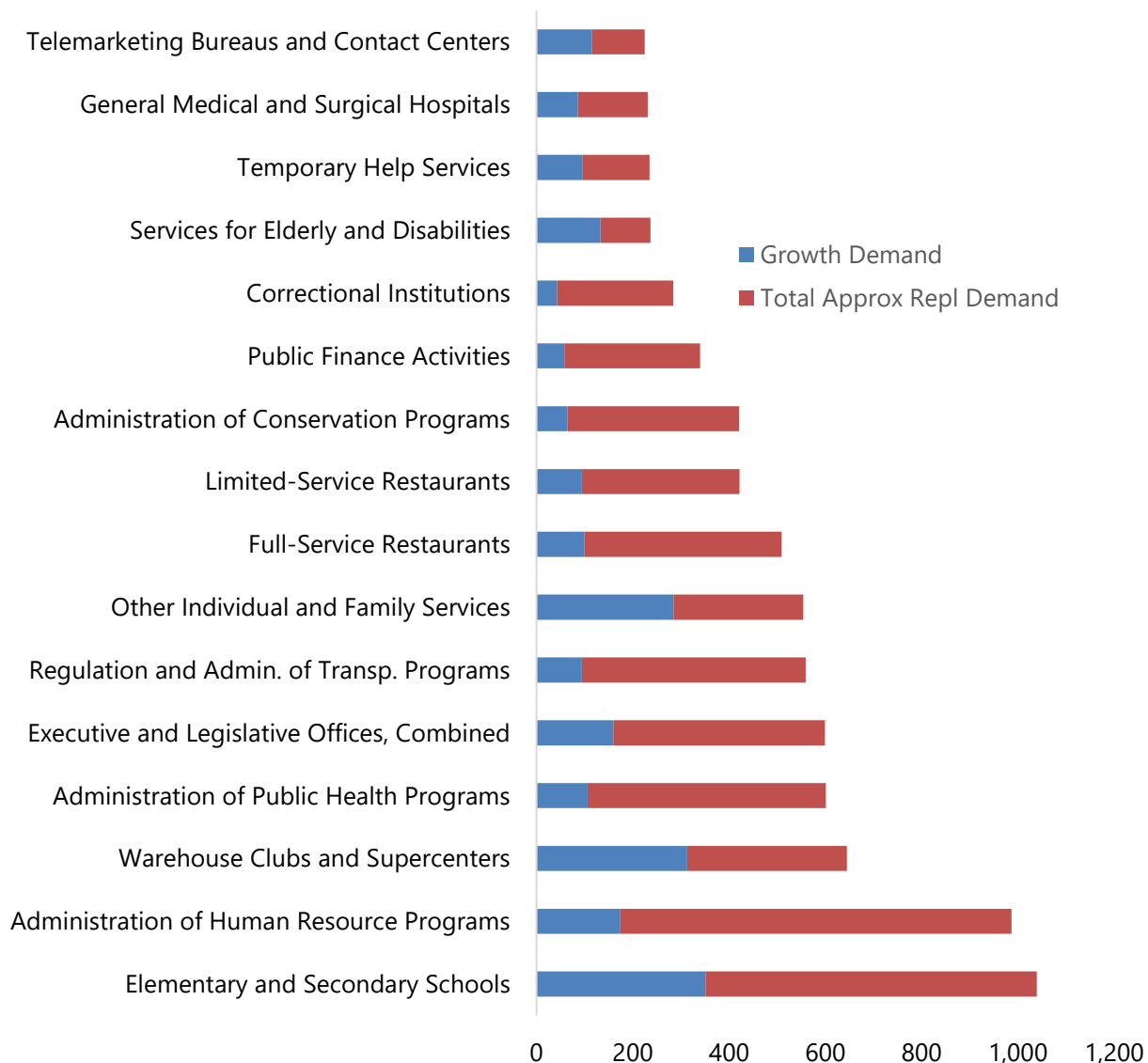
Source: Thurston Regional Planning Council, 2014

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This chart shows the industries with highest forecast employment growth over the next decade. Projections are broken down into new employment generated by area growth and/or industry demand, and existing jobs that will be refilled following retirement or related workforce attrition.

**Industries with Largest Forecast Employment Demand:
Tumwater Zip Code Tabulation Areas, 2017-2027**

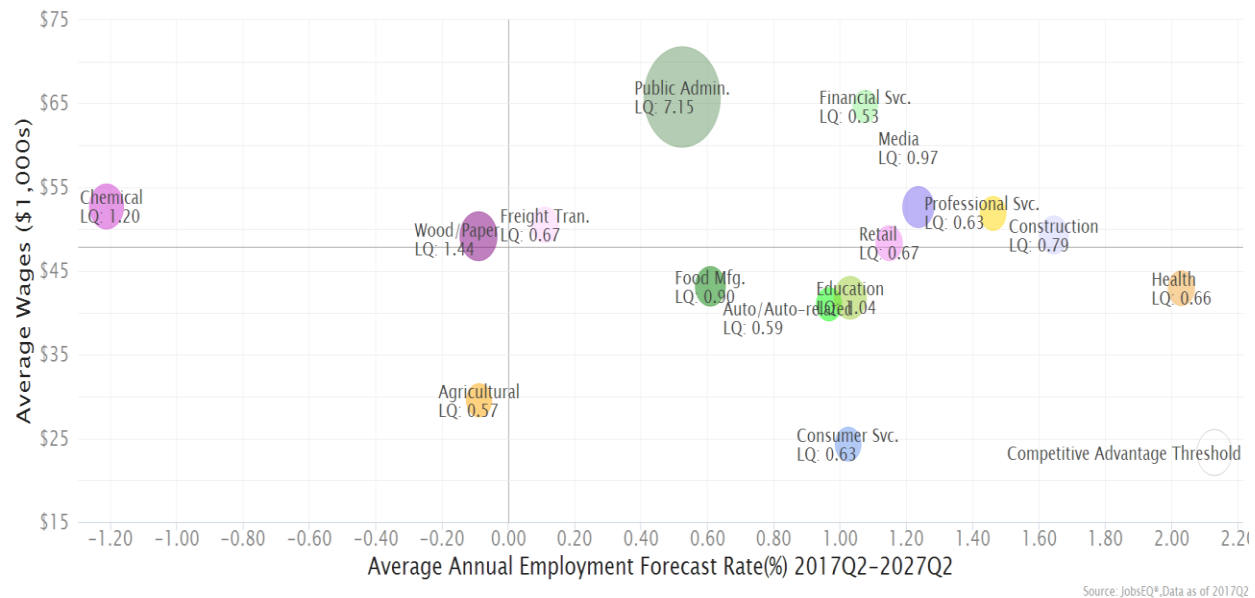


Source: JobsEQ, 2017

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The chart below shows the relative size and wage impact of various Tumwater Zip Code Tabulation Areas industry clusters. Public Administration is both the wage leader and employment driver. However, other sectors appear to have strong employment growth ahead, including Financial and Professional Services, Retail, Construction, Health, Auto, and Food Manufacturing sectors.

Industry Clusters for Tumwater Zip Code Tabulation Areas as of 2017 Second Quarter

Source: JobsEQ 2017

Other Employment Information

- **The fastest-growing occupations by percent change include a variety of construction-related jobs**, primarily due to the increase in building associated with the end of the recession.
 - **Following the end of the recession, the volume of total wages began to grow in the Tumwater Zip Code Tabulation Area, including a particularly strong spike starting in 2015.** Yet, the average annual wage has not grown as fast as it has nationally or statewide. The growth in Washington State wages is primarily driven by robust economic activity in King County.
- Tumwater has more middle- and low-income earners than both the County and State.** The strong middle-income levels are primarily attributable to State government employment.

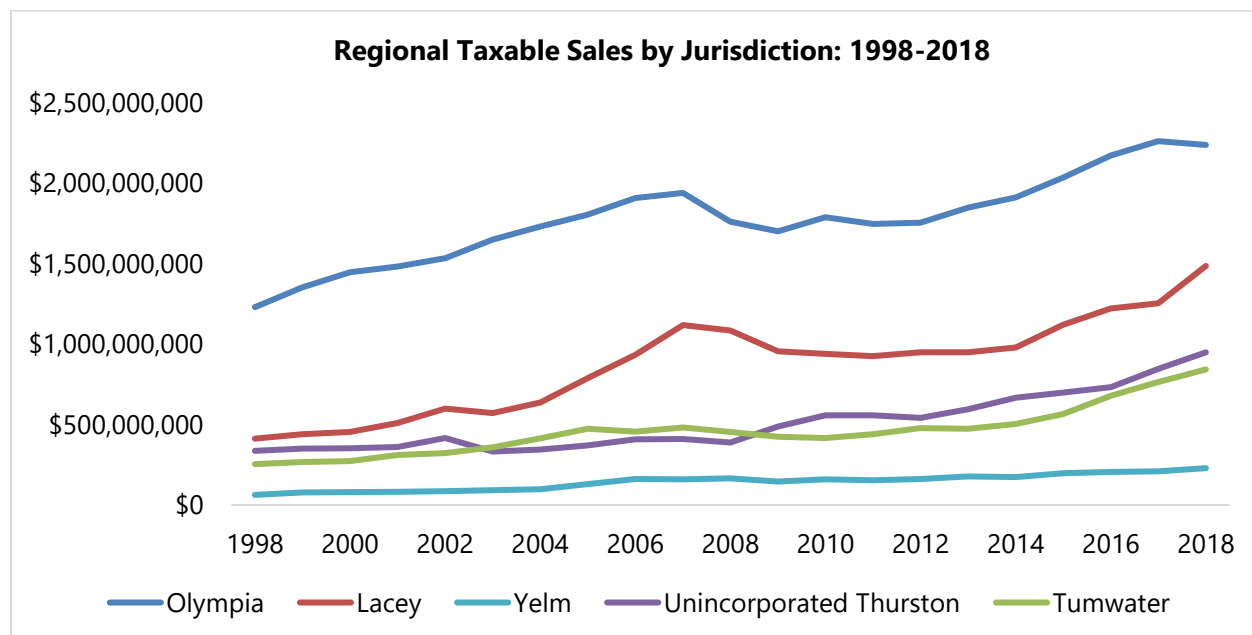
Implications for Economic Development Planning

- The City has a very diverse economic base that should be retained and strengthened.
- The presence of a high number of State office workers and complementary services such as the contractors and consultants that support State offices is an economic development strength, particularly given their relative high income. Strategies can be developed to capture more spending by this population.
- The City should seek to use the high educational levels of City residents to encourage the growth of more knowledge based employment opportunities.
- Many of Tumwater's State office workers do not live in the community; attracting them to live locally would increase local spending and reduce traffic.

Retail Market Analysis

Tumwater is part of a three-City regional retail market, with Olympia, Lacey, and Tumwater serving residents of these cities as well as the population in the surrounding area. Given the rural nature of the region around this metropolitan area, some individuals and families travel long distances to do their shopping in one of these three communities.

The graph below shows Tumwater's total taxable sales over the past twenty years relative to neighboring jurisdictions and unincorporated Thurston County.

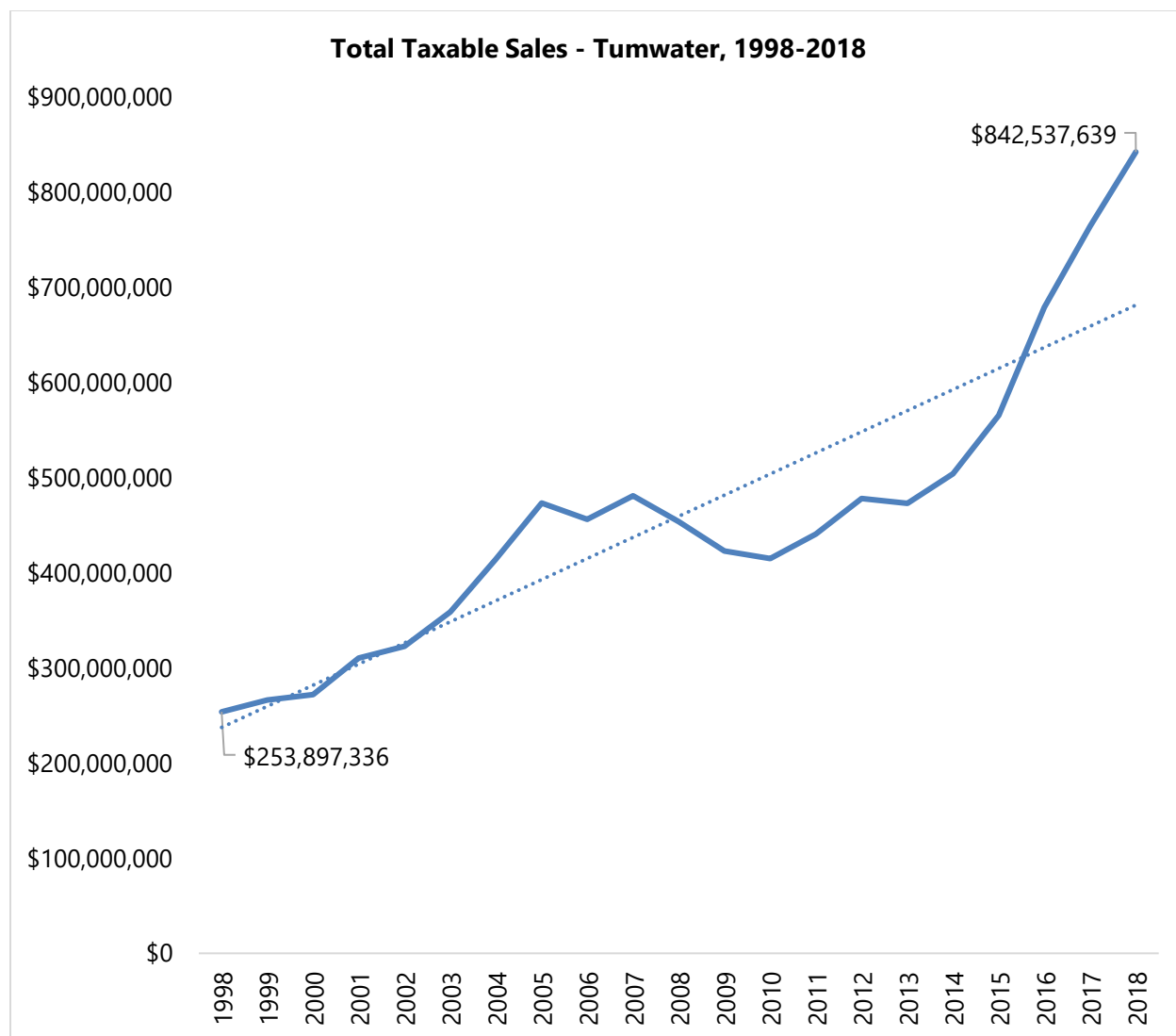


Source: Washington Department of Revenue, 2018

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Tumwater experienced steady taxable sales growth from 1996 through 2005. Sales activity leveled off in 2006 and 2007, and then dropped during the great recession from 2008 through 2010. By 2015, sales activity had rebounded to normal trend growth, and then spiked considerably in 2016.



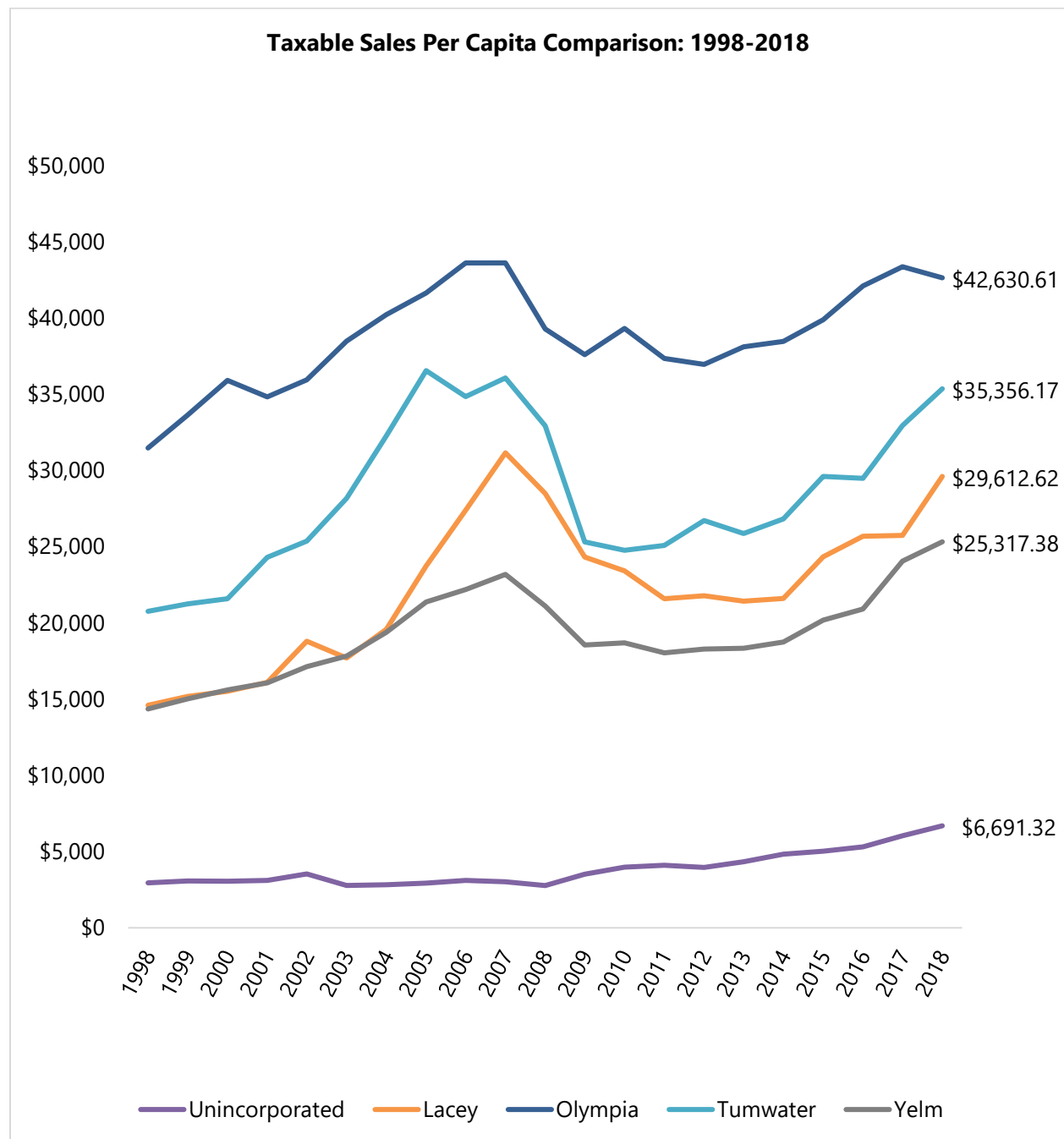
Source: Washington Department of Revenue, 2018

While Tumwater ranks fourth out of the five comparison jurisdictions² by sales volume, it actually ranks second for per capital sales activity. In essence, the City over performs in taxable sales activity for its size by capturing a larger share of regional spending.

² The Cities of Lacey, Olympia, Tumwater, and Yelm and Thurston County.

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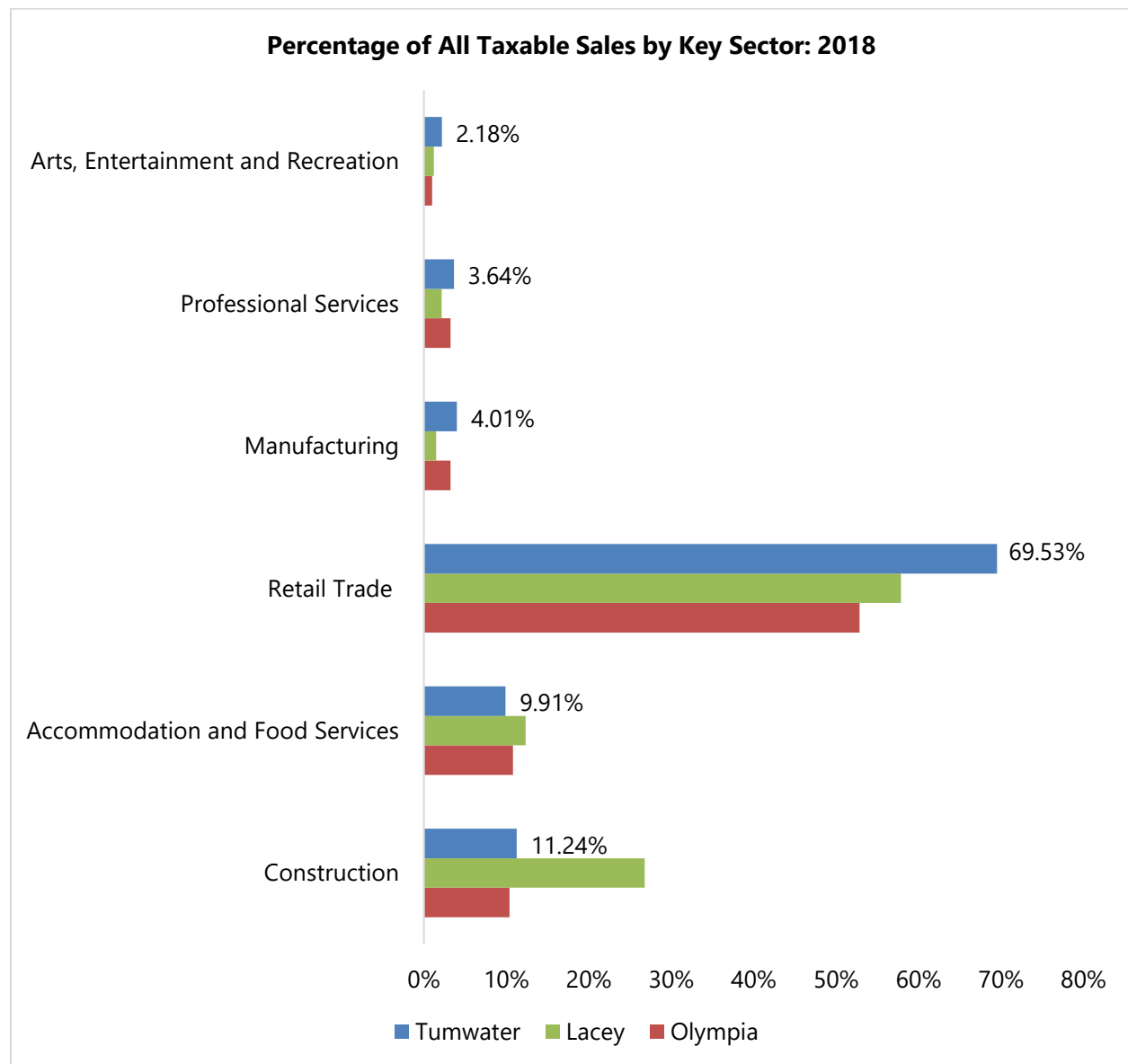


Sources: Washington Department of Revenue, OFM, and JRO + CO, 2018.

The graph below shows the relative percentage of total sales generated by key economic sectors for each jurisdiction in 2018. Retail is by far the largest sales tax generator for all jurisdictions. Tumwater relies slightly less on retail than the other jurisdictions, and more on arts, entertainment and recreation as well as professional services and manufacturing.

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Source: Washington Department of Revenue, 2018

Implications for Economic Development Planning

- Tumwater has increased its share of the regional retail market.
- There could be a potential opportunity for the City to explore in building on its professional services and manufacturing sectors.
- The City will need to be prepared to adjust its retail strategy as market share for online sales continues to grow.

OVERVIEW OF TUMWATER'S ECONOMIC DEVELOPMENT STRATEGY

In creating this Plan, economic development was defined as the effort to retain and attract capital and talent. This document therefore focuses on strengthening and enhancing the City's economic base by retaining existing firms and attracting new investment in a manner that is consistent with the City's Vision.

The anticipated benefits of these economic development efforts include a strong local job market; diverse local shopping and recreation opportunities; moving the City's vision of redevelopment of key areas of the City forward, and creating vibrant and active community with strong amenities. An ever-present consideration for the City Council was the need to strengthen the City's tax base and enable the City to continue to provide high quality services for residents, businesses, and property owners.

This Plan seeks to retain and attract capital and talent through development that is consistent with the direction provided by Tumwater residents and the City Council, themes and approaches articulated in the City Council's Strategic Priorities and Goals, and the key analytic findings summarized earlier in this document. These parameters can be summarized as:

- **Be consistent with the community Vision** of being 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.
- **Provide a predictable and efficient process for investors**, allowing development that is aligned with guiding regulations and codes.
- **Meet the City's fiscal needs and follow citizen direction to respond with proactive economic development** (see Summary of Analytic Findings).
- **Take advantage of locational, economic, and community strengths**, including Tumwater's location along I-5 and US-101, the diversity of its existing economic base, and a strong community character.
- **Maintain and strengthen the diversity of Tumwater's economy**, with proactive efforts in office, light industrial and manufacturing, and retail sectors.
- **Locate commercial users strategically**, taking advantage of the City's large geography to create specialized business districts that minimize disruption to residents and other institutions or businesses.
- **Establish dynamic places** for residents and visitors.

- **Support local efforts in on-line retailing** to address the fundamental change in commercial markets such as through collaborating with the Thurston County Economic Development Council or another provider to offer educational workshops, training, and business set-up as well as proactive outreach to existing small businesses to help with e-tail platform development.
- **Use strategic targeted public investment** to leverage private and other sources of investment.
- **Target strategic priorities and redevelopment areas** to bring the City's initiatives to fruition.

DIRECTION FROM THE STRATEGIC PRIORITIES AND GOALS

The City Council provided clear direction through the following Guiding Principles for Economic Development:

- **Focus economic development in support of the City's Vision**, enhancing quality of life and strengthening community assets including the City's livability, strong neighborhoods, aesthetic quality, and a beautiful natural environment featuring views of Mount Rainier and the Olympics. Balanced economic development is desired, so that the scale, scope, and location of development support rather than overwhelm these other assets.
- **Make the most of the community's assets**, including its role as a regional commercial center, diverse economic base, airport, historical resources, and location on along both I-5 and the Deschutes River Valley.
- **Continue to foster a diverse economy, building on existing sectors, and locating new businesses appropriately** to take best advantage of transportation infrastructure, minimize impact on other uses, and create opportunities for synergies such as mixed-use development or residential, commercial, and employment uses located within walking distance of one another. Light industrial or manufacturing development in particular should be located carefully to minimize impacts to other uses.
- **Be strategic, efficient, and innovative**, focusing the City's economic development efforts and resources on supporting portions of the economy that might not otherwise flourish initially on their own. Enlist partners throughout the City and the region in support of the City's efforts and for the benefit of the larger community. Facilitate desirable development by being communicative, predictable, transparent, and solution-oriented in policies, investments, and interactions with the business and development communities.

This Plan responds to this direction with specific and proactive strategies to strengthen targeted sectors of the economy, as well as overarching priority to improve the City's development climate that will encourage growth in all sectors. Particular attention is given to opportunities associated with specific places, recognizing the potential economic and community development impact of the former Olympia Brewing Company properties, the Olympia Regional Airport, Tumwater Town Center, and evolving business districts such as Brewery District, Capitol Boulevard Corridor, and the Littlerock Road Subarea.

STRENGTHENING TUMWATER'S DIVERSE ECONOMY

Goals and Strategies build from the direction and themes to encourage investment in each of Tumwater's core economic sectors:

- **Office-based employment.** State and private offices have evolved to be a central component of Tumwater's economic base, contributing a large number of well-paying jobs. Strategies in this Plan continue to take advantage of this strength by retaining existing users; attracting complementary businesses, including retailers and restaurants that cater to office workers, as well as complementary businesses such as partners and suppliers; consultants and other professional services, and encouraging office workers who currently live outside the community to consider relocating to Tumwater.
- **Light industrial and manufacturing.** Tumwater has higher employment levels in manufacturing, wholesale trade, transport, warehousing, utilities, and construction/resources than many other communities. Such businesses tend to benefit from Tumwater's strengths in location and transportation access, provide living-wage jobs, and offer opportunities for further growth and diversification by evolving into clean energy areas. Related strategies in this Plan include supporting and retaining existing firms and promoting Tumwater's clean energy sector.
- **Retail.** Tumwater's retail opportunities and economic development strategies fall along the spectrum as described below.
 - **Large-scale retail.** Significant revenues for the provision of City services come from Tumwater's retail sector and in particular from sales by national retailer in the community's strongest retail sectors: General Merchandise, Building Material/Garden Supply, and Automobile Sales. The City Council's Strategic Priorities and Goals recognizes the important role such retailers will continue to play in the City's future. Strategies should focus on retaining and facilitating growth through retailer expansion and synergy in the business districts.

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- **Community oriented retail.** Tumwater’s smaller-scale retail presents opportunities both for economic diversification and for community building and place making. These are strong areas of emphasis of this Plan, with specific strategies calling for support for small-scale businesses, the development of dynamic and attractive business districts, and zoning and infrastructure investments that encourage both small neighborhood-serving retail nodes and larger community retail centers.
 - **On-line retail.** A fundamental change in commercial markets is underway. Tumwater needs to address the market realities of a shrinking “brick & mortar” trend and an expanding online retail sector with accompanying change in taxable revenue.
-

This Plan is summarized at a high level on the following pages, showing the supporting strategy under each of the Plan’s eight Goals.

- **Goal 1** focuses on a priority area, which is enhancing the City’s development climate. Establishing predictable, positive rules and processes for investors is seen as critical to ensuring that Tumwater remains an economically vital community.
- **Goals 2, 3, and 6** focus on strengthening specific aspects of the City’s existing economy: retaining its existing businesses and building on strengths in light industrial and manufacturing, office-based employment, the New Market Industrial Campus and the Olympia Regional Airport.
- **Goals 4 and 5** focus on taking advantage of a specific economic development asset that has the potential to reshape the region’s economy: the brewery properties and the craft food and beverage industry.
- **Goal 7** encourages office development and other options to strength the Tumwater Town Center.
- **Goal 8** encourages economic development that strengthens the Tumwater community.
- **Goal 9** establishes an approach to strengthening Tumwater’s image and role as a regional destination.

IMPLEMENTATION PLANNING

This document establishes strong guidance for the City as it implements its economic development activities. Timelines and lead departments are assigned. This implementation guidance should be used to link pursuit of the Plan’s Goals and Strategies

with City Council and Planning Commission agendas and City department work planning and performance review processes.

To implement these ambitious efforts effectively, the City will need a dedicated economic development staff position. Until such a position can be funded, it will be necessary to utilize existing staff to perform as many of these functions as feasible. Some activities cannot be advanced without a dedicated economic development lead; the timeline for such items is identified as "To be determined."

LAND USE CHARACTERISTICS

In developing this Plan, it was recognized by City Council that each of the land uses listed below could have both positive and negative impacts on the community. These impacts were strongly considered when creating this Plan's Goals and Strategies.

- **Public and private offices.** Provide the highest employment density; larger offices bring wealth into the community and local offices provide services to local residences and businesses; both generate modest revenue, particularly during the mid-day (e.g. restaurants, services). They may provide community development opportunities and proximity to housing can reduce commute times. The primary downside is an increase in traffic during commute hours.
- **Light industrial businesses.** Provide modest increases in local employment opportunities; generate modest revenue; and help diversify the City's economy. However, uses can be aesthetically unappealing and create a potential for noise and modest traffic impacts.
- **Large warehouses, distribution, and logistics centers.** Generally, provide the lowest employment density and modest revenue; increase truck traffic; create impacts to the City's visual appearance; and consume large amounts of industrial land.
- **Large-scale retail stores.** Provide a significant increase to the City's tax base through sales tax; attract more shoppers to Tumwater, which will support some local retailers; and increase local shopping opportunities. However, these uses generate significant traffic; affect the City's visual appearance; and can increase competition for some locally owned retailers. Most of the large retailers have already saturated the market and due to changing dynamics in the retail world, it is unlikely we will see any others in Tumwater.
- **Neighborhood scale retail.** Provides moderate increases to the City's tax base through sales taxes; generates moderate increases in local traffic; and provides

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increased local shopping opportunities. They can play an important role in community development.

SUMMARY OF PLAN GOALS AND STRATEGIES

 **Note:** Goals are not listed in order of priority.


Goal #1: Establish a development climate that stimulates economic activity and desirable investment

- A.** Maintain ongoing dialogue with key constituencies to ensure a common understanding of the City's economic development Goals and development regulations
- B.** Obtain regular feedback about the City's development regulations and processes
- C.** Promote Tumwater as an attractive location for business investment
- D.** Ensure a predictable and efficient experience for business owners and developers seeking to invest in Tumwater  **PRIORITY ITEM**

Goal #2: Retain and support existing businesses

- A.** Communicate that existing businesses are valued and that the City will do what it can to retain them in the community
- B.** Facilitate the development of clusters by convening and attracting complementary businesses
- C.** Collaborate with partners to understand and seek to respond to the needs of the City's existing businesses
- D.** Provide resources and programs to support Tumwater's small businesses
- E.** Encourage the success of Tumwater's home-based businesses

Goal #3: Grow the City's light industrial and manufacturing sectors

- A.** Communicate the continued importance of Tumwater's industrial employers and their economic impact in the community
- B.** Understand and respond to the needs of industrial users
- C.** Seek to utilize the transportation infrastructure in the City to support and grow its industrial and manufacturing sectors  **PRIORITY ITEM**
- D.** Grow and promote Tumwater's clean energy and green business sectors
- E.** Through partnerships, promote workforce development and education in order to ensure sufficient supply of workers and create opportunities for individuals

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F. Encourage businesses that support the City's dominant government cluster


Goal #4: Make strategic use of the brewery properties and surrounding Brewery District to strengthen the City's economic base


A. Explore strategies to renovate the Old Brewhouse through grants, donations, and public/private partnerships for rehabilitation consistent with the New Market Historic District Master Plan and the Park, Recreation, and Open Space Plan

B. Implement the Brewery District Plan with public and private investment to revitalize the Brewery Neighborhood and take advantage of this remaining historic core to the City and valuable neighborhood asset  **PRIORITY ITEM**

C. Expand economic opportunity and activity in the Brewery District  **PRIORITY ITEM**


D. Create a stronger sense of place in the Brewery District by facilitating pedestrian access, establishing gathering places for residents, and fostering a distinct District identity **Goal #5: Develop the City's craft food and beverage sector**

A. Develop a Center of Excellence around the City's craft food and beverage sector in partnership with local educational opportunities  **PRIORITY ITEM**

B. Grow the City's craft food and beverage sector to include producers, manufacturers, and markets  **PRIORITY ITEM**

C. Work to create distinctive brands and signage for areas of the City that are centers of the City's craft food and beverage sector


Goal #6: Work with the Port of Olympia to develop the New Market Industrial Campus and the Olympia Regional Airport

A. In partnership with the Port, facilitate commerce and productivity, as well the efficient movement of goods and provision of services  **PRIORITY ITEM**




B. Collaborate with the Port in the preparation and implementation of a Master Development Plan for the area

C. Embrace the Olympia Regional Airport as a Valuable Economic Asset

Goal #7: Solidify and advance the future of the Tumwater Town Center

- A.** Evaluate the feasibility of the established Tumwater Town Center vision for mixed-use development
- B.** In partnership with the Port, encourage development by establishing a non-binding master site plan for Port-owned properties within the Tumwater Town Center
- C.** Consider additional investments and incentives if necessary to encourage development in the medium- to long-term, such as transit centers in ideal locations
- D.** Treat Tumwater's office market as an economic development asset and a foundation to build upon in advancing the Tumwater Town Center  **PRIORITY ITEM**

Goal #8: Encourage economic development that strengthens the Tumwater community

- A.** Support multiple models of community-oriented development
- B.** Strengthen the identity and management of the City's business districts
- C.** Support the transformation of Capitol Boulevard by pursuing opportunities to implement the Capitol Boulevard Corridor Plan  **PRIORITY ITEM**
- D.** Implement the Littlerock Road Subarea Plan to encourage private development in the area  **PRIORITY ITEM**
- E.** Consider a 93rd Avenue/I-5 Interchange Subarea Plan to help guide growth, transportation, and land use  **PRIORITY ITEM**
- F.** Support the development of the Warehouse and Craft Districts and broader craft food and beverage growth opportunities as outlined under Goal #5

Goal #9: Strengthen Tumwater's image and advance the community as a regional destination

- A.** Strengthen community identity and promote a positive image
- B.** Promote Tumwater as an attractive residential location for office workers
- C.** Promote the region's attractions and strengthen Tumwater's tourism infrastructure
- D.** Recruit educational institutions to strengthen Tumwater's economic base and enhance the dynamism of the community
- E.** Recognize Interstate 5 as a valuable economic asset.

HOW TO READ THIS PLAN

The City's **Vision, Mission, and Belief Statements** provide overarching direction for the future of the community. Other direction from the City Council's Strategic Priorities and Goals is shown through the document.

The **Summary of Plan Goals and Strategies** provides a high-level overview of the Economic Development Plan's eight Goals and supporting Strategies.

The remaining document presents each Goal in full detail, with introductory text, explanation of the lead and timeline for each strategy, and identification of priority items. The following icon is used to identify changes to Tumwater's zoning or development regulations.

■ Modifications to zoning and development regulations

GOALS AND STRATEGIES

Goal #1: Establish a development climate that stimulates economic activity and desirable investment

The City's Economic Development Plan strongly prioritizes a development climate that attracts and facilitates investment in the Tumwater community. This focus on refining the City's most fundamental interaction with business is a foundational element to the City's economic development strategy. It is an area where the City has direct influence and can affect a significant positive difference without costly investment. Further, the City recognizes the importance of strengthening its interactions with investors and sending a message to the market that investment is desired in Tumwater.

The City's regulation of and interaction with potential investors should actively facilitate desirable development, while preserving key economic and community assets such as Tumwater's natural areas and attractive residential neighborhoods. This broad aim will be accomplished by continuing to have a culture supportive of economic development throughout the City, as well as by making ongoing improvements to existing development regulations, systems, and processes.

This Goal establishes specific strategies to improve Tumwater's development climate to establish clear expectations of investors, appropriate regulations, and smooth, predictable processes. As these improvements are made, they will be promoted to potential investors, as will a summary of properties available for development or redevelopment. These communications will help raise awareness of the community's substantial development opportunities. The result will be an increase in desirable investment in the community and achievement of the desired outcomes associated with economic development.

This Plan also calls for ongoing engagement with key stakeholder groups, including residents, business owners, property owners, and potential investors, to promote a common understanding of the need for and broader strategy behind the City's economic development efforts.

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| | Lead | Ongoing | Years | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| A. Maintain ongoing dialogue with key constituencies to ensure a common understanding of the City's economic development Goals and development regulations | City Admin | √ | | | |
| 1. Implement this Plan through outreach to the City's economic development partners | City Admin | √ | | | |
| <ul style="list-style-type: none"> ▪ Discuss the City's vision, priorities, and purpose ▪ Explore opportunities to expand coordination and collaboration among the City and its economic development partners | | | | | |
| 2. Use social media as an economic development tool to provide regular updates of the City's economic development efforts and private sector development activity | ED Staff ³ | - | - | - | - |
| 3. Obtain diverse and representative input when significant policy changes are considered, seeking input by residents, business owners, and members of | City Admin | √ | | | |

³ Until Economic Development staff is hired, the Executive and Community Development Departments will do tasks assigned to Economic Development staff.

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| | | Years | | | | |
|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------|-----|-----|----|
| | | Lead | Ongoing | 1-4 | 5-8 | 9+ |
| the development community | | | | | | |
| 4. | Communicate regularly with residents about the City's economic development Goals and efforts | City Admin | √ | | | |
| 5. | Maintain strong connections to Tumwater's business owners, treating them as key community stakeholders | City Admin | √ | | | |
| ▪ | Modify the City's contract with the Thurston County Economic Development Council to include a summary of feedback on the City's development climate obtained through the EDC's business outreach efforts | City Admin | √ | | | |
| ▪ | Conduct regular outreach to the City's largest employers | ED Staff | - | - | - | - |
| ▪ | If possible, conduct "exit interviews" with businesses that leave Tumwater | ED Staff | - | - | - | - |
| ▪ | Establish a single point of contact at the staff level for the City's economic development partners and continue to | City Admin | | √ | | |

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| | Lead | Ongoing | Years | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| participate regularly in partner meetings | | | | | |
| 6. Look for ways to build partnership opportunities with the Squaxin Island Tribe, Nisqually Indian Tribe, and Confederated Tribes of the Chehalis Reservation | City Admin | √ | | | |
| 7. Look for ways to support equity in community through economic development | City Admin | √ | | | |
| B. Obtain regular feedback about the City's development regulations and processes ■ | City Admin | √ | | | |
| 1. Maintain an effective and ongoing feedback loop with development applicants to continue to improve services | Comm Dev | √ | | | |
| 2. Proactively seek input from randomly selected business owners and developers involved in various points of the City's development process | City Admin | √ | | | |
| 3. Review the Economic Development Plan on a regular basis to ensure that it continues to work with other City strategic priorities, plans, and regulations | City Admin | √ | | | |

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| | Lead | Ongoing | Years | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| C. Promote Tumwater as an attractive location for business investment | City Admin ED Staff | √ | | | |
| 1. Establish key economic development messages to be communicated on the City's website, social media, in printed materials, and in economic development events and discussions | City Admin ED Staff | | √ | | |
| 2. Maintain the City's website through a user-centered format and ensuring that economic development pages are easily accessed from the home page | City Admin ED Staff | | √ | | |
| 3. Provide "plain talk" interpretations of the City's development regulations on the City's website and in simple printed handouts | Comm Dev | | √ | | |
| 4. Continue to collaborate with partners to market opportunities in Tumwater | City Admin ED Staff | √ | | | |
| 5. Create promotional collateral that describes the City's demographics, market position, and specific development opportunities | City Admin ED Staff | | √ | | |
| ▪ Aggregate and communicate development opportunities by geography or allowable use, promoting | City Admin ED Staff | | √ | | |

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|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| opportunities in individual commercial districts or across the City for specific user types such as office-based employers or light industrial and manufacturing users | | | | | |

PROMOTING TUMWATER TO INVESTORS

Key messages include:

- Communicate that economic investment in Tumwater is desired
- Promote the City's development climate, with predictable processes and competitive regulations and fees.
- Describe the City's significant strengths and assets that provide substantial benefits to tourists, businesses, and developers

TUMWATER'S DEVELOPMENT OPPORTUNITIES

Strategy C above calls for actively promoting development opportunities in Tumwater using printed, on-line, and social media materials to aggregate and highlight opportunities by geographic area and development type. These materials can be featured on the City's website and social media and used in conversation with business owners looking to expand or locate in Tumwater, investors active in the region, and the City's economic development partners.

The following brief descriptions highlight key areas with economic development potential for new development or redevelopment:

Capitol Boulevard Corridor: Redevelopment opportunities along this important corridor should be aggregated and promoted collectively and guided by the Capitol Corridor Plan. The attractive characteristics of the area should be described, 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.

Littlerock Road Subarea: Opportunities for both large-scale retail development and neighborhood-scale commercial in this area with strong I-5 visibility and access should be promoted, consistent with the Littlerock Road Subarea Plan.

Tumwater Boulevard West of I-5: There is an opportunity to increase the number of automobile dealerships in this area. This opportunity should be promoted given the region's strength in automobile sales, the potential tax revenues such uses may generate, and the ability to access dealerships easily from I-5 without disrupting nearby neighborhoods.

93rd Avenue Southwest: With the 93rd Avenue/I-5 interchange, this area is well suited to uses that benefit from easy access to the interstate. Desirable uses for this area include large-scale retail and industrial businesses, both of which are consistent with the existing Light Industrial zoning. Goal 7, Strategy E would implement a subarea plan around the 93rd Avenue/I-5 interchange to help guide growth, transportation, infrastructure, and land use.

Brewery Properties: Goal 4 of this Plan focuses on promoting desirable use of the brewery properties, including dynamic mixed-use development west of Capitol Boulevard that features a regional retail or entertainment destination and light industrial employers east of Capitol Boulevard.

Tumwater Town Center: Promotion of development opportunities within the Tumwater Town Center should correspond to the results of the effort described in Goal 6, Strategy A to evaluate the feasibility of the established vision for the area, and in alignment with the non-binding master site plan called for in Goal 6, Strategy B.

Craft Food and Beverage: Promotion of development opportunities in the Warehouse District on Old Highway 99 and immediately south of the Brewery District should support the City's efforts to create opportunities for small brewing, distilling, food preparation, and personal care product preparation, as well as the Innovation Partnership Zone in the Craft Brewing and Distilling industry cluster.

Olympia Regional Airport: Promotion of airport-related development within and around the Olympia Regional Airport should be done in collaboration with the Port as outlined in Goal 5. Use of the airport for tourism travel to and from the region, linking the airport to local restaurants and hotels, would be a great benefit to the area. The City should collaborate with the Port to support and recruit airport-related businesses, such as flight schools, aircraft design and repair firms, and airport related innovation and manufacturing.

New Market Industrial Campus: Promotion of development within the New Market Industrial Campus should be done in collaboration with the Port as outlined in Goal 5.

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The City should work together with the Port in the preparation and implementation of the Master Development Plan for the area.

Mottman Industrial Park: Redevelopment and infill opportunities should be promoted, as much of this area was developed in the 1980s. The City should recruit businesses that can take advantage of the transportation assets in this area, including rail and access to I-5 and US-101.

Community-oriented development: Opportunities for neighborhood-serving retail and grocery-anchored retail centers throughout the City should be aggregated and promoted collectively.

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| | Lead | Ongoing | Years | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| D. Ensure a predictable and efficient experience for business owners and developers seeking to invest in Tumwater  PRIORITY ITEM | City Admin | √ | | | |
| 1. Ensure that development regulations are established in a planned and scheduled fashion and clearly communicated on the City website and in printed materials | Comm Dev | √ | | | |
| 2. Complete the Bush Prairie Habitat Conservation Plan in partnership with the Port to incorporate threatened or endangered species protections in a comprehensive and proactive manner | Planning | √ | | | |
| ▪ Communicate using social media and economic development materials the progress made on the issue | | | | | |
| 3. Avoid mid-stream changes to development regulations in response to particular development proposals | City Admin | √ | | | |
| 4. Evaluate creative approaches to | City Admin | | √ | | |

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|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------|-----|-----|----|
| | Lead | Ongoing | 1-4 | 5-8 | 9+ |
| establishing a City staff position responsible for economic development, including beginning with a part-time position or banking funding for the position until sufficient resources have been set aside | | | | | |
| 5. Establish economic development and the potential to stimulate private investment as a criteria in the City's decision making process for allocating capital funding | City Admin | | √ | | |
| <ul style="list-style-type: none"> ▪ Prioritize capital investment in areas with economic development potential, with a short-term focus on the Brewery District, craft food and beverage centers, the Capitol Boulevard Corridor, and the Littlerock Road Subarea | City Admin | | √ | | |
| 6. Use education, training, and strong leadership to maintain a community development culture with a strong customer-service orientation | Comm Dev | √ | | | |

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|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| <ul style="list-style-type: none"> Encourage staff to help business owners and potential investors find suitable sites and solutions to challenges they encounter, while adhering to the community Vision and development regulations | Comm Dev | √ | | | |
| 7. Ensure consistent, accurate, and easily understood information is provided by Community Development staff | Comm Dev | √ | | | |
| <ul style="list-style-type: none"> Create “plain talk” handouts describing the City’s development regulations and how investors can successfully conduct business within the City | Comm Dev ED Staff | | √ | | |
| <ul style="list-style-type: none"> Continue to evaluate the protocols about what information should be provided at specific points in the development process | Comm Dev | √ | | | |
| <ul style="list-style-type: none"> Establish mechanisms to document what information has been provided to individual prospective investors at different points in the development process | Comm Dev | | √ | | |

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|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-------|---------|------------|
| | | | Lead | Ongoing | 1-4 5-8 9+ |
| 8. | Continue to track timelines for routine tasks and processing, including deadlines for response to inquiries by business owners and potential developers | Comm Dev | | | √ |
| 9. | Consider amending the Tumwater Municipal Code to establish a process for the Community Development Director to approve expedited processing of permit applications under certain circumstances ■ | Comm Dev | | | √ |
| 10. | Consider establishing an enterprise fund to allow the purchase of up-to-date tools and systems to manage permitting | Comm Dev | | | √ |
| 11. | Benchmark the City's practices and regulations against those of neighboring communities | Comm Dev | | √ | |
| ▪ | Conduct an annual review of key policies and practices to ensure the City remains competitive ■ | Comm Dev | | | √ |
| ▪ | Investigate neighboring community practices whenever significant policy or procedure changes are considered | Comm Dev | | √ | |

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|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| 12. Track development inquiries and the status of investments by type and location | Comm Dev | √ | | | |
| <ul style="list-style-type: none"> Provide quarterly summaries for use by elected officials and staff and as material for the City's economic development marketing efforts | Comm Dev | √ | | | |

VENTERPRISE FUND

The income produced by a City's revenue-generating activity may in turn be invested in the systems that support the activity. In this case, the recommendation is to use all or a portion of the City's permit fees to purchase the tools needed to manage the permitting process effectively. Potential investments include a comprehensive permit tracking system with web-based progress reports for permit recipients.

EXPEDITED PERMITTING

The ability for a developer to move a project through the permitting process in a timely fashion can be extremely important. Depending on the nature of the project, the time required for this process can be a critical factor in determining in which community to build. By offering an expedited option, Tumwater will be in a more competitive position to receive such an investment.

As this option is developed, the City will consider the following conditions and alternatives to ensure there are no associated negative consequences:

- An expedited processing schedule should be approved only if other permit applications will not be delayed
- Contracting for permit review services should be considered as an alternative to prevent delays to other projects
- Any additional costs incurred by the City due to expedited processing should be paid by the permit applicant

Goal #2: Retain and support existing businesses

The retention and expansion of existing enterprises is an important starting-point for continued economic prosperity. The strategies contained in this Goal generally follow a two-step process of first engaging with the business community to understand the challenges and opportunities faced by business owners and then by responding in a supportive fashion as resources and limitations on the role of the City allow. Collaboration with its economic development partners can greatly augment what the City is able to do on its own in this area.

The following strategies make use of an interrelationship between business retention and business attraction. Retaining our existing businesses and aiding in its growth is significantly easier than recruiting new businesses and should be the first focus of the City. By being a business-supportive community, Tumwater will develop a positive reputation that may attract new businesses. In addition, through its business retention outreach, the City will learn about potential new businesses that would complement existing businesses. Synergistic relationships can be used to strengthen existing businesses by placing their suppliers, contractors, and other supporting partners near them, as well as growing a cluster of related businesses.

Tumwater's diverse economy hosts businesses that include multinational corporations, mid-sized businesses, small businesses, and nascent home-based businesses. Strategies for larger businesses include outreach and direct assistance on issues that can be addressed by the City and its partners. Support for small businesses is primarily to be provided in collaboration with the City's partners, and the strategies around home-based businesses are exploratory in nature, directing the City and its partners to understand better the needs and significance of this sector before committing to specific supporting strategies.

| | Lead | Ongoing | Years | | |
|---------------------------------------------------------------------------------------------------------------------------------|------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| A. Communicate that existing businesses are valued and that the City will do what it can to retain them in the community | City Admin | √ | | | |
| B. Facilitate the development of clusters by convening and attracting complementary businesses | ED Staff | - | - | - | - |

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|----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| 1. Identify potentially synergistic industries, services, and individual businesses during outreach to existing businesses and State offices | ED Staff | - | - | - | - |
| C. Collaborate with partners to understand and seek to respond to the needs of the City's existing businesses | ED Staff | - | - | - | - |
| 1. As staffing allows, appoint a "Business Ombudsman" to serve as a first point of contact for businesses requesting assistance from the City | ED Staff | - | - | - | - |
| 2. Provide site location and permitting assistance services for businesses seeking to expand | Comm Dev | √ | | | |
| Related Strategies | | | | | |
| <ul style="list-style-type: none"> ED Plan: Goal 3 – light industrial and manufacturing ED Plan: Goal 6 – office uses | | | | | |
| 3. Form a committee comprised of City and public and private sector partners to anticipate and respond to businesses who are considering leaving the community | City Admin | | √ | | |
| ▪ Reach out to firms that may leave and address | City Admin | | √ | | |

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| | Lead | Ongoing | Years | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| contributing issues if feasible | | | | | |
| 4. Conduct a "business survivability" survey with the City's partners to understand the most critical needs of the area's businesses | ED Staff | | √ | | |
| 5. Include consideration of infrastructure needs by businesses, seeking to adapt the City's investments to conform with evolving needs | Public Works ED Staff | | √ | | |
| 6. Partner with the Tumwater School District, the New Market Skills Center, and South Puget Sound Community College to provide targeted workforce development and connect these organizations with businesses that are hiring | ED Staff | - | - | - | - |
| D. Provide resources and programs to support Tumwater's small businesses | City Admin | √ | | | |
| 1. Ensure that the City's development regulations are responsive to the needs of small businesses, addressing concerns raised through outreach to business owners | City Admin Comm Dev | | √ | | |

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| | Lead | Ongoing | 1-4 | Years 5-8 | 9+ |
|-------------------------------------------------------------------------------------------------------------------|------------------------|---------|-----|--------------|----|
| 2. Work with the City's partners to support businesses | City Admin ED Staff | √ | | | |
| Potential options include: | | | | | |
| ▪ Publication of an online local business directory | | | | | |
| ▪ Establish a shop-local campaign, discount program, or local currency | | | | | |
| ▪ Trainings for business owners | | | | | |
| ▪ A business mentoring program | | | | | |
| ▪ Providing support and training to independent businesses, enabling them to identify strategic niches and thrive | | | | | |
| ▪ A grant/loan program for façade improvement, landscaping, or working capital | | | | | |
| ▪ Work with the Thurston County Economic Development Council to support entrepreneurial efforts in the community | | | | | |
| E. Encourage the success of Tumwater's home-based businesses | ED Staff | √ | | | |
| 1. Ensure that the City's regulations avoid barriers to | Planning | | √ | | |

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| | Lead | Ongoing | Years | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| home-based businesses while minimizing negative impacts on nearby residents | | | | | |
| 2. Collaborate with Homeowners Associates to reduce barriers to home-based businesses | Planning | | | √ | |
| 3. Collaborate with partners to track and evaluate the significance of the City's home-based business sector, evaluating the likely costs and benefits associated with strategies to support this sector | ED Staff | | | √ | |
| <ul style="list-style-type: none"> Potential strategies include a mentoring program, facilitated gatherings of home-based entrepreneurs, shared meeting space and support services, or more in-depth incubation services | | | | | |

Goal #3: Grow the City's light industrial and manufacturing sectors

Tumwater is fortunate to have an economic base that includes light industrial and manufacturing employers that offer living wage jobs and draw economic activity to the area. This Plan establishes strategies to acknowledge, retain, and grow these firms.

The City's transportation infrastructure, including rail and freeway access and the presence of an airport, its location, and its lands with developable capacity are strengths to be utilized in these efforts. In addition, these assets position the City and its businesses well to participate in the emerging clean energy industry. The City and its partners can take an active role in strengthening existing clean energy businesses, helping local businesses grow into this market, and attracting new enterprises to grow the industry.

| | | | Years | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------|-------|-----|----|--|
| | Lead | Ongoing | 1-4 | 5-8 | 9+ | |
| A. Communicate the continued importance of Tumwater's industrial employers and their economic impact in the community | City Admin | √ | | | | |
| B. Understand and respond to the needs of industrial users | City Admin | √ | | | | |
| 1. Meet regularly with the Thurston County Economic Development Council to discuss economic development issues | City Admin | √ | | | | |
| 2. Conduct targeted outreach to understand and support the needs and redevelopment opportunities within the City's land zoned for industrial use | ED Staff | - | - | - | - | |
| 3. Prioritize the expansion of existing uses | City Admin | √ | | | | |

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|---------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| C. Seek to utilize the transportation infrastructure in the City to support and grow its industrial and manufacturing sectors ←PRIORITY ITEM | | √ | | | |
| 1. Locate new industrial uses in areas well-served by truck routes that provide easy highway connections and minimize disruption to other users | Planning | √ | | | |
| 2. Recruit businesses that would benefit from the City's transportation assets, including the airport, access to I-5 and US-101, and rail | ED Staff | - | - | - | - |
| D. Grow and promote Tumwater's clean energy and green business sectors | | √ | | | |
| 1. Monitor State efforts to understand and strengthen this portion of the economy | City Admin ED Staff | √ | | | |
| 2. Reach out to existing green businesses to understand and support their needs and to develop effective strategies to recruit similar businesses | ED Staff | - | - | - | - |
| 3. Work with partners to recognize and promote Tumwater's existing clean | ED Staff | - | - | - | - |

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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| energy firms and green businesses | | | | | |
| 4. Create a market for local clean energy and green products through City construction or purchasing and support demonstration projects in collaboration with the New Market Skills Center and local colleges | ED Staff | - | - | - | - |
| 5. Incorporate economic development initiatives and the promotion of Tumwater as a green community through a City sustainability strategy | City Admin | | | √ | |
| 6. Work with partners to encourage recycling and energy conservation by Tumwater businesses | ED Staff | √ | - | - | - |
| 7. Participate in regional clean energy organizations and events | ED Staff | √ | - | - | - |
| E. Through partnerships, promote workforce development and education in order to ensure sufficient supply of workers and create opportunities for individuals | City Admin ED Staff | √ | - | - | - |
| 1. Explore partnerships with higher education institutions to assist with initiatives through workforce development, education, innovation, and investment | ED Staff | √ | - | - | - |

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|-----------------------------------------------------------------------------------------------------------------------------------------------|------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| 2. Work with the Tumwater School District to develop opportunities for developing workforce pathways in careers that support local industries | ED Staff | √ | - | - | - |
| 3. Develop relationships with local workforce development organizations in order to help connect work force with industry needs | ED Staff | √ | - | - | - |
| F. Encourage businesses that support the City's dominate government cluster | City Admin | √ | - | - | - |
| | ED Staff | | | | |
| 1. Cultivate professional services and information technology businesses | ED Staff | √ | - | - | - |
| 2. Work with education partners to develop information technology programs from high school to higher education | ED Staff | √ | - | - | - |
| 3. Examine ways to simplify regulations and taxation to encourage small-scale professional service uses | ED Staff | √ | - | - | - |

CLEAN ENERGY

Washington State and many individual communities are investing heavily in the development of a nationally and internationally competitive clean energy industry. This interest is fueled by both environmental and economic motivations, with “green jobs” discussed perhaps more frequently than the environmental benefits anticipated with a shift towards renewable energy forms.

Tumwater is well situated to benefit from the growth of this sector. Many clean energy jobs will be with the light industrial and manufacturing firms that find the City’s buildable lands capacity, multi-modal transportation infrastructure, and educated workforce to be strong locational advantages. Clean energy represents a real opportunity to attract new businesses to Tumwater based on these assets, and a way for existing businesses to diversify into new markets. Growth in this sector is likely to be well supported by residents, as it congruent with the values and aspirations articulated by many community stakeholders throughout this planning process.

Goal #4: Make strategic use of the brewery properties and surrounding Brewery District to strengthen the City’s economic base


The former Olympia Brewing Company properties are key economic development assets, important to both Tumwater and the broader region. They feature specific challenges that need to be addressed collaboratively, and have the potential to serve as economic engines and iconic symbols for Tumwater long into the future. Achieving this status would return them to the role they historically played in the community.

While much of the old Tumwater was removed by the construction of I–5, the Brewery District contains the remnants of the old downtown and looks and functions like a historic core for the City. 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. Redevelopment of the brewery site would result in significantly greater employment and intensity of activity in the Brewery District. It 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 Brewery District Plan establishes specific strategies for the brewery properties and the larger Brewery District as described below.


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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| A. Explore strategies to renovate the Old Brewhouse through grants, donations, and public/private partnerships for rehabilitation consistent with the New Market Historic District Master Plan and the Park, Recreation, and Open Space Plan | City Admin | √ | | | |
| B. Implement the Brewery District Plan with public and private investment to revitalize the Brewery Neighborhood and take advantage of this remaining historic core to the City and valuable neighborhood asset  PRIORITY ITEM | City Admin ED Staff Public Works | √ | | | |
| 1. Strategically invest in infrastructure, parks and open space, historic and cultural arts, recreation, and promotional opportunities to revitalize the Brewery Neighborhood consistent with the Brewery District Plan | City Admin ED Staff Public Works | √ | | | |
| 2. Encourage development by reducing and adjust the timing of impact fees within the Brewery District | Planning | | √ | | |
| 3. Consider a grant program or Business and | City Admin | | √ | | |

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|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| Occupations tax credit to pay for façade improvements and other smaller projects | | | | | |
| 4. Use design and development standards to create high quality development and create a quality public domain (lighting, sidewalks, signs, etc.), and a cohesive look and feel | Comm Dev Public Works | √ | | | |
| 5. Prioritize and implement safety and comfort enhancements for nonmotorized users and improve transit, bicycle, and pedestrian access into the Brewery District | Public Works | √ | | | |
| 6. Explore strategies for minimizing the negative impacts of on-site surface parking and update the current parking and access management framework | Planning | | √ | | |
| 7. Preserve, highlight, and celebrate the Brewery District's historic heritage | City Admin ED Staff | √ | | | |
| C. Expand economic opportunity and activity in the Brewery District | City Admin ED Staff | √ | | | |
|  PRIORITY ITEM | | | | | |
| 1. Create opportunities for the development of "third-place" activity, which are | ED Staff | √ | | | |

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| | Lead | Ongoing | Years | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| places people can gather outside of work and home, and retail hubs such as micro-breweries, coffee shops, and a senior center | | | | | |
| 2. Attract mixed-use, high-density residential uses to increase foot-traffic customers in the Brewery District | ED Staff | √ | | | |
| 3. Provide for a mix of home-business and retail uses in the Bates Neighborhood | ED Staff | √ | | | |
| 4. Identify potential redevelopment scenarios for key opportunity sites with willing land owners | ED Staff | √ | | | |
| 5. Coordinate with regional workforce, business, and economic development partners to track and implement location-appropriate job and industry development opportunities | City Admin ED Staff | √ | | | |
| 6. Implement a Main Street Program or similar effort to actively engage local businesses, land owners, and other stakeholders in the revitalization program | City Admin ED Staff | | √ | | |
| D. Create a stronger sense of place in the Brewery District by facilitating pedestrian | Planning | √ | | | |

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| | Lead | Ongoing | Years | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| access, establishing gathering places for residents, and fostering a distinct District identity | | | | | |
| 1. Evaluate opportunities for a pedestrian-oriented "Main Street" | City Admin ED Staff | | √ | | |
| 2. Introduce public uses that bring people to the Brewery District, which may include mini-parks, green spaces, Farmers' Market, or a public facility in the District | City Admin ED Staff | √ | | | |
| 3. Evaluate the possibility of creating gateways at key entry points to the Brewery District and/or the City, where appropriate and feasible | City Admin ED Staff | | √ | | |
| 4. Facilitate opportunities for pedestrian-oriented mixed-use and commercial development | City Admin ED Staff | | √ | | |
| 5. Consider providing public art at key locations | City Admin ED Staff | | √ | | |
| 6. Consider use of distinct "branding" through signage and other means to increase sense of place | City Admin ED Staff | | √ | | |
| 7. Ensure that public access to the Deschutes River is provided when a site adjacent to the river is | Comm Dev | √ | | | |



| | Years | | | | |
|--------------------------------------------------------------------------------------|-------|---------|-----|-----|----|
| | Lead | Ongoing | 1-4 | 5-8 | 9+ |
| redeveloped, consistent with the requirements of the City's Shoreline Master Program | | | | | |

Goal #5: Develop the City's craft food and beverage sector

Building on the City's history, work with a team of partners to develop the City's craft food and beverage sector as a means to incentivize redevelopment of the brewery site and build on the historic brand.


The Craft Brewing and Distilling Center would be a "Center of Excellence" for the rapidly growing brewing and distilling industries in Washington. There are 256 craft breweries in Washington. It is an industry that has grown by 17.6% in 2014 and represents a \$19.6 billion economic impact according to the Brewers Association. Craft distilleries, which have only been allowed since 2008, now number over 89 with applications pending for a dozen more.

The Center of Excellence would have a regional focus to facilitate craft brewing and distilling activities, extend industry research, education, workforce training, and public information. Such a facility would serve as an incubator for small brewers and distillers and provide public amenities such as a museum, river walk, trail connections, and preservation of the iconic and historic Old Brewhouse.

| | Lead | Ongoing | Years | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| A. Develop a Center of Excellence around the City's craft food and beverage sector in partnership with local educational opportunities  PRIORITY ITEM | City Admin | √ | | | |
| B. Grow the City's craft food and beverage sector to include growers, producers, manufacturers, and markets  PRIORITY ITEM | City Admin | √ | | | |
| C. Work to create distinctive brands and signage for areas of the City that are centers of the City's craft food and beverage sector | City Admin | √ | | | |

Goal #6: Work with the Port of Olympia to develop the New Market Industrial Campus and the Olympia Regional Airport

While the future contributions of the Port's New Market Industrial Campus and the Olympia Regional Airport to the City and regional economy are difficult to foresee, it is clear that they should be protected and developed as future opportunities arise to the greatest benefit of the regional community. While this Plan establishes strategies to continue to grow these businesses in the short-term, their greater value will likely be recognized many years from now through the continued cultivation of these unique assets.

| | | | Years | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------|-------|-----|----|
| | Lead | Ongoing | 1-4 | 5-8 | 9+ |
| A. In partnership with the Port, facilitate commerce and productivity, as well the efficient movement of goods and provision of services  PRIORITY ITEM | City Admin | √ | | | |
| B. Collaborate with the Port in a shared development strategy that includes the preparation and implementation of the Real Estate Master Development Plan for the area | Comm Dev | | √ | | |
| 1. Work with the Port to support development in the New Market Industrial area that will lead to street improvements to City standards | City Admin | √ | | | |
| C. Embrace the Olympia Regional Airport as a valuable economic asset | City Admin | √ | | | |
| 2. Support the continued use of the airport and lands | City Admin | √ | | | |

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| | Lead | Ongoing | 1-4 | Years | |
|------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------|-----|-------|----|
| | | | | 5-8 | 9+ |
| adjacent to the airport for aviation and aviation-related uses | | | | | |
| 3. Collaborate with partners to support and recruit airport-related businesses | City Admin | √ | | | |
| ▪ Recruit directly airport-dependent businesses such as flight schools, aircraft design or repair firms, and aircraft part dealers and service firms | | | √ | | |
| ▪ Recruit businesses that use the airport for the movement of people or freight | | | | | √ |
| 4. Encourage the implementation of regularly scheduled passenger air traffic | City Admin | | | | √ |
| 5. Encourage use of the airport for tourism travel to and from the region, linking the airport to local restaurants and hotels | City Admin | √ | | | |
| 6. Pursue advanced manufacturing, avionics, robotics, and composites programs with the Port of Olympia and education partners | City Admin | | √ | | |

Goal #7: Solidify and advance the future of the Tumwater Town Center

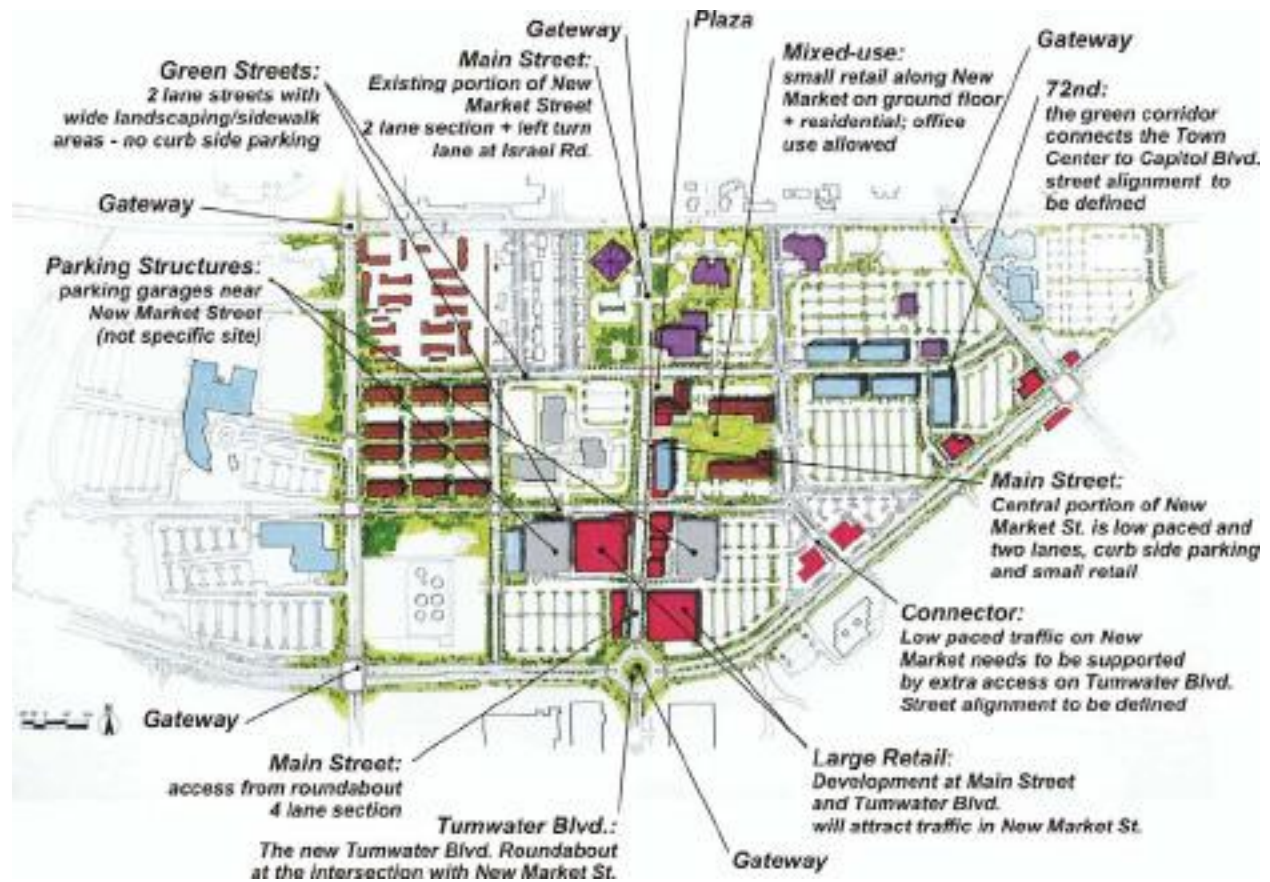
The established vision for Tumwater Town Center calls for a mix of retail, office, and service businesses, as well as residential uses and community gathering facilities. Since this vision was articulated in the Tumwater Town Center Plan Street Design in 2004, subsequent development has occurred in the form of State office buildings and ancillary supporting retailers, restaurants, and services.

While the mixed-use development of Tumwater Town Center is a long-term vision that may require patience, time, and public investment to achieve, it is prudent to continue to test its viability and modify the approach if necessary. This Plan calls for examining the likelihood of achieving the established vision given available residential lands. This may also involve establishing a non-binding master plan in partnership with the Port based on the results of this test and the Port's preparation of a Master Development Plan for its properties in their portion of the Tumwater Town Center and their New Market Industrial properties. The non-binding master plan would resolve ambiguities that persist in the marketplace about the properties and provide certainty for future development.

State agencies are an important foundation for Tumwater's economy. As such, Tumwater should continue to cultivate and welcome State agencies and affiliated contractors. At the same time, the City should also continue to look for opportunities to broaden its employment base to buffer against State government employment downturns and to provide a more diverse income base.

The existing office buildings in the area, many of which house State agencies, will serve as a foundation for efforts to advance the Tumwater Town Center project, whether the established mixed-use vision remains or is modified. This Plan calls for treating these offices as an economic development asset to be retained and expanded upon through the attraction of complementary businesses.

Town Center Street Design



| | | Years | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|---------|-----|-----|----|
| | | Lead | Ongoing | 1-4 | 5-8 | 9+ |
| A. Evaluate the feasibility of the established Tumwater Town Center vision for mixed-use development | | Planning | | | | |
| 1. Revisit the Tumwater Town Center Plan | Planning | | | √ | | |
| 2. Compare the residential density required to support the mixed-use vision for the Tumwater Town Center with the buildable capacity of available land | Planning | | | √ | | |


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| | Lead | Ongoing | Years | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| B. In partnership with the Port, encourage development by establishing a non-binding master site plan for Port-owned properties within the Tumwater Town Center ■ | Planning | | √ | | |
| 1. Determine allowable uses, roads, transit service, and public amenities in concordance with the results of the Tumwater Town Center Feasibility Study <ul style="list-style-type: none"> ▪ If the vision is not supported, encourage the further development of commercial and civic uses ▪ If the vision is determined to be feasible, explore opportunities to spur residential and commercial development by: <ul style="list-style-type: none"> - Investing in amenities and place-making - Reducing parking requirements for residential development - Evaluating opportunities to | Planning | | √ | | |

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| | Lead | Ongoing | Years | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| employ the Multifamily Tax Abatement or other incentives for residential development | | | | | |
| ▪ Implement the street plan to reduce the size of existing blocks | | √ | | | |
| 2. Work with the Port to the Port to complete the street grid and utilities to facilitate development in the Town Center | City Admin | √ | | | |
| 3. Work with the Port to explore removing the restrictions on residential development in areas not under the flight path like the Town Center. | City Admin | | √ | | |
| C. Consider additional investments and incentives if necessary to encourage development in the medium-to long-term, such as transit centers in ideal locations | City Admin | | | | √ |
| D. Treat Tumwater's office market as an economic development asset and a foundation to build upon in advancing the Tumwater Town Center  PRIORITY ITEM | ED Staff | - | - | - | - |
| 1. Retain existing office-based employers and recruit | ED Staff | - | - | - | - |

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| | Lead | Ongoing | Years | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| complementary uses, including suppliers, contractors, and other retail and service businesses that frequently interact with State agencies | | | | | |
| <ul style="list-style-type: none"> Conduct regular outreach to State agencies to understand and respond to their needs Understand the types of businesses that State agencies frequently interact with and recruit firms to locate nearby | | | | | |
| 2. Concentrate the location of State offices by advising the State Capitol Committee against future expansions of the Preferred Leasing and Development Areas | City Admin | √ | | | |
| 3. Build commercial service nodes around office locations ■ | Planning | √ | | | |
| <ul style="list-style-type: none"> Ensure zoning and traffic infrastructure allows the creation of commercial nodes near office complexes Establish walking linkages between office complexes and Capitol Boulevard | | | √ | √ | |

Goal #8: Encourage economic development that strengthens the Tumwater community

Tumwater has the potential to develop a number of business districts, each with its own character and role in the larger economy. A variety of models of community-oriented development is encouraged in this Plan, including both small neighborhood-serving nodes and larger community retail centers anchored by a grocery store. While these development forms can be encouraged through zoning and infrastructure investment, the City's greatest contributions may lie in its ability to help create vibrant business districts, each with engaged business owners and an attractive and cohesive look and feel.

In addition to the Brewery District discussed in Goal 4, the Capitol Boulevard Corridor, the Littlerock Road Subarea, and the 93rd Avenue and Interstate 5 interchange are important short-term economic development opportunities, as they are changing and hold significant potential for development and redevelopment. All three 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.

| | | | Years | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| A. Support multiple models of community-oriented development | Planning | √ | | | |
| 1. Clearly define differently-scaled models of community-oriented development, describing desirable development and community benefits for each | Planning | | √ | | |
| 2. Revise the development standards for the City's Neighborhood Commercial zone to encourage small-scale retail uses that can serve the needs of local neighborhoods in a way that | Planning | | √ | | |

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| | Lead | Ongoing | 1-4 | Years 5-8 | 9+ |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------|-----|--------------|----|
| supports the surrounding areas ■ | | | | | |
| 3. Encourage the location of grocery-anchored centers in appropriate locations through zoning and potential infrastructure investment ■ | Planning | | | √ | |
| <ul style="list-style-type: none"> ▪ Identify appropriate and feasible locations for such development and evaluate existing zoning to ensure desired development is possible ▪ Spur development if necessary by: <ul style="list-style-type: none"> - Investing in street or parking infrastructure - Considering zoning changes or other means to increase nearby residential population ■ - Increasing market draw by attracting anchor tenants or locating active civic uses in the area | | | | | |
| 4. Look for opportunities to support the development of on-line retail that support job growth in the City | City Admin ED Staff | √ | | | |

COMMUNITY-ORIENTED DEVELOPMENT

Models of community-oriented development should include both of the types described below:

- **Neighborhood commercial nodes** are small-scale developments with convenience retail establishments, restaurants, or service businesses that serve residents in the immediate area. The City's existing Neighborhood Commercial zone is intended to allow this form of development. Neighborhood nodes enhance quality of life and make a community more desirable by providing convenient walking or driving access to daily goods and services, but do not generate significant additional jobs or enhance the City's tax base.
- **Grocery-anchored centers** such as Tumwater Square are larger than neighborhood commercial nodes, consisting of a full grocery store and additional businesses that collocate in the same complex. Such centers require additional population and vehicle access and can provide more significant economic development benefits by capturing the spending of local residents and, depending on their location, residents from outside the City.

| | Lead | Ongoing | Years | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| B. Strengthen the identity and management of the City's business districts | City Admin Planning ED Staff | √ | | | |
| 1. Name, demarcate, and promote the City's business districts to develop them as distinct, attractive, and vibrant commercial centers | | | √ | | |
| 2. Explore opportunities and partnerships to offer design assistance to property owners or business owners seeking to comply with design guidelines or business district visions | | | √ | | |

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| | Lead | Ongoing | Years | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| 3. Provide facilitation or technical assistance to business owners interested in establishing a Business Improvement Area or other models | | | | √ | |
| C. Support the transformation of Capitol Boulevard by pursuing opportunities to implement the Capitol Boulevard Corridor Plan ←PRIORITY ITEM | City Admin Planning | √ | | | |
| 1. Guide future development through the Capitol Boulevard Corridor Plan | Planning ED Staff Public Works | √ | | | |
| 2. Consider reducing or delaying collection of impact fees within the Capitol Boulevard Corridor in order to encourage desirable development | Planning | | √ | | |
| 3. Monitor real estate market conditions in the Capitol Boulevard Corridor and adjust regulatory and incentive measures to respond to market changes. | ED Staff | | √ | | |
| 4. Partner with WSDOT on recruiting redevelopment of the WSDOT site | City Admin | | | √ | |

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| | Lead | Ongoing | Years | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| 5. Work with the School District to plan an appropriate use for the property facing Capitol Boulevard in front of Peter G. Schmidt Elementary School | City Admin ED Staff | | √ | | |
| 6. Invest in mid-block pedestrian crossings in the Capitol Boulevard/Trosper Road area and undergrounding of power lines between M and X Streets along the Capitol Boulevard corridor | City Admin Public Works | | √ | | |
| 7. Enhance the visual appeal of the Capitol Boulevard Corridor by adding trees and undergrounding power lines with landscaping assistance from the City's Tree Fund | City Admin Public Works | | √ | | |
| 8. Evaluate the feasibility and benefits of supporting the development of a managed business district for portions of Capitol Boulevard | ED Staff | - | - | - | - |
| 9. Establish a Small Neighborhood Improvements Program to construct small scale, low cost improvements to enhance the City's neighborhoods | City Admin | | √ | | |



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| | Lead | Ongoing | Years | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| surrounding the Capitol Boulevard Corridor | | | | | |
| 10. Continue to engage the residential and business communities in ongoing cooperative efforts | City Admin | √ | | | |
| D. Implement the Littlerock Road Subarea Plan to encourage private development in the area | City Admin | √ | | | |
| ← PRIORITY ITEM | | | | | |
| ↗ Related Strategy | | | | | |
| <ul style="list-style-type: none"> ED Plan: Goal 1, Strategy C.5 – promote specific geographic areas | | | | | |
| 1. Utilize public investments in the Littlerock Road Subarea to spur private investment, prioritizing the development of a street plan and the design of the planned Tyee Drive extension | | √ | | | |
| 2. Promote development opportunities within the Littlerock Road Subarea by creating materials that describe available property, potential uses, and the City's interest in seeing the development of this area | | √ | | | |

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| | Lead | Ongoing | Years | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| E. Consider a 93rd Avenue/I-5 Interchange Subarea Plan to help guide growth, transportation, and land use  PRIORITY ITEM  Related Strategy <ul style="list-style-type: none"> ED Plan: Goal 1, Strategy C.5 – promote specific geographic areas <ol style="list-style-type: none"> Promote development opportunities within the Subarea by creating materials that describe available property, potential uses, and the City's interest in seeing the development of this area | City Admin | | √ | | |
| F. Support the development of the Warehouse and Craft Districts and broader craft food and beverage growth opportunities as outlined under Goal #5 | City Admin ED Staff | √ | | | |

Goal #9: Strengthen Tumwater's image and advance the community as a regional destination

This Plan establishes strategies to strengthen Tumwater's regional image by building on existing strengths to solidify and promote a stronger community identity. Sports, nature, art, culture, and heritage are defining attributes of Tumwater's character, each of which can be augmented and communicated when describing the community. The City's shopping, cultural, recreational, and residential opportunities are specific draws that will be marketed to the regional population and to State office workers, in particular. These efforts seek to capture additional day- and night-time spending by State employees and the relocation of State workers who currently live elsewhere in the region. These ends address economic development Goals and reduce traffic on the region's roads.

Along with Olympia and Lacey, Tumwater is a part of a regional tourism market, with each community benefiting from strengthening the network of attractions that bring visitors to the area. Tumwater's own tourism infrastructure should also be strengthened. Enhanced wayfinding will make attractions more accessible to out of town visitors and additional cultural and sports-related facilities and events will draw more visitors to the area.

| | Lead | Ongoing | Years | | |
|-------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| A. Strengthen community identity and promote a positive image | City Admin ED Staff | √ | | | |
| 1. Utilize existing and new festivals and events to foster community and enhance Tumwater's image in the region | City Admin ED Staff | √ | | | |
| 2. Develop key messages and an outreach strategy to promote the City's assets to the regional market | City Admin ED Staff | | √ | | |
| ▪ Create a list of key messages and build the community's reputation over time, drawing on existing strengths such as sporting events and | | | | | |

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| | Lead | Ongoing | Years | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| the City golf course, the natural beauty and recreational uses found in the Deschutes River Valley, arts and heritage, and Tumwater's high quality of life founded on good schools and strong neighborhoods | | | | | |
| 3. Establish a strategy to concentrate City- and State-funded public art in destination-worthy community spaces | City Admin ED Staff | | √ | | |
| B. Promote Tumwater as an attractive residential location for office workers | | √ | | | |
| 1. Encourage the provision of market rate housing, place-making, and multi-modal transportation connections in and in proximity to the Brewery District, Capitol Boulevard Corridor, and Tumwater Town Center | Planning | √ | | | |
| 2. Encourage the provision of affordable housing in the City to support those who work in the City | Planning | √ | | | |
| 3. Promote Tumwater's image among office workers whenever | ED Staff | - | - | - | - |

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| | Lead | Ongoing | Years | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| possible, considering them an important audience | | | | | |
| <ul style="list-style-type: none"> Develop an outreach strategy and specific means to promote Tumwater businesses and events to State employees | | | | | |
| C. Promote the region's attractions and strengthen Tumwater's tourism infrastructure | | √ | | | |
| 1. Continue to collaborate with neighboring communities to promote tourism to the region | ED Staff | √ | | | |
| 2. Continue to enhance wayfinding through the phased implementation of the Tumwater Wayfinding Signage Master Plan | Public Works | √ | | | |
| 3. Seek the location of cultural and entertainment uses managed by the private, public, or not-for-profit sector, including restaurants, night life, theaters, galleries, and cultural institutions | ED Staff | – | – | – | – |
| <ul style="list-style-type: none"> As funding opportunities allow, pursue additional cultural anchors such as a cultural center or | | | | | |

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| | Lead | Ongoing | Years | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------|-------|-----|----|
| | | | 1-4 | 5-8 | 9+ |
| water recreation complex | | | | | |
| 4. Encourage the use of the Historic District and the Old Brewhouse as a regional tourism draw | City Admin | √ | | | |
| 5. Provide pedestrian connections between the brewery properties and the Historic District | City Admin | | | | √ |
| 6. Consider use of art in strategic locations to provide cultural attractions | City Admin | | | | √ |
| D. Recruit more educational institutions to strengthen Tumwater's economic base and enhance the dynamism of the community | ED Staff | - | - | - | - |
| <ul style="list-style-type: none"> Consider recruiting community, technical colleges, or private schools to Tumwater, targeting sites where the presence of the institution would add to the area's vibrancy and encourage additional development | | | | | |
| E. Recognize Interstate 5 as a valuable economic asset | City Admin | √ | | | |

TO: Planning Commission
FROM: Brad Medrud, Planning Manager
DATE: September 13, 2022
SUBJECT: Ordinance No. O2022-003, Final Docket for 2022 Comprehensive Plan Amendments

1) Recommended Action:

Discuss as part of the second worksession on the ordinance and schedule public hearing on the ordinance for September 27, 2022.

2) Background:

Pursuant to RCW 36.70A.130 and TMC 18.60.025(A)(2), proposed map and text amendments to the City's Comprehensive Plan and corresponding rezones are only considered once per calendar year.

The City's annual 2022 Preliminary Docket of Comprehensive Plan amendments include a private application for map amendments that was filed by the Monday, December 6, 2021 deadline for 2022 amendments and four City-sponsored Comprehensive Plan text and map amendments and rezone.

The Planning Commission had a briefing on all the amendments on August 9, 2022. The Planning Commission held a worksession to discuss potential amendments related to neighborhood character on August 23, 2022. A second Planning Commission worksession on the amendments is scheduled for September 13, 2022. A public hearing before the Planning Commission is tentatively scheduled for September 27, 2022.

The City Council's General Government Committee will review the proposed amendments in a briefing on October 12, 2022 and the City Council will hold a worksession to discuss the amendments on October 25, 2022. The City Council will consider the proposed amendments at a hearing tentatively scheduled for November 15, 2022.

3) Alternatives:

☐ None

4) Attachments:

- A. Staff Report
- B. Ordinance No. O2022-003
- C. Presentation

**2022 ANNUAL CITY OF TUMWATER
COMPREHENSIVE PLAN MAP AND TEXT AMENDMENTS AND
CORRESPONDING REZONES**

FINAL DOCKET – ORDINANCE NO. 2022-003

STAFF REPORT

PLANNING COMMISSION WORKSESSION

Introduction

Pursuant to RCW 36.70A.130 and TMC 18.60.025(A)(2), proposed map and text amendments to the City’s Comprehensive Plan and corresponding rezones can only be considered once per calendar year and must be considered together.

On March 1, 2022, the City Council approved the list of amendments to be included in the final docket for further review. The final docket included one private application for a map amendment filed by the Monday, December 6, 2021 deadline for the 2022 Comprehensive Plan amendments from residents or property owners, and four City-sponsored Comprehensive Plan map or text amendments.

Private Map Amendment

1. **Wells Littlerock Comprehensive Plan Land Use Map Amendment (TUM-21-1848) and Corresponding Rezone (TUM-21-1804)** - A Comprehensive Plan map amendment and corresponding rezone for three adjacent parcels that total 2.76-acres located south of 7223 Littlerock Road SW. The amendment area includes Thurston County Assessor Parcel Numbers 1270-44-30901, 1270-44-30902, and 1270-44-30903.

City-Sponsored Map and Text Amendments

2. **Neighborhood Character** – Review of the Housing and Land Use Elements of the Comprehensive Plan for potential amendments related to the use of “neighborhood character” and similar terms in support of the *Tumwater Housing Action Plan*.
3. **Thurston Climate Mitigation Plan** – Review updating greenhouse gas emission (GHG) targets in the Conservation Element to address HB 2311.
4. **Essential Public Facilities Amendments** – Review potential amendments to the goals, policies, and actions in the Lands for Public Purposes Element of the Comprehensive Plan and TMC Title 18 *Zoning* to

allow an expansion of the area in the City that would allow for essential public facilities such as inpatient facilities including substance abuse facilities. These essential public facilities uses include, but not limited to, intensive inpatient facilities; long-term residential drug treatment facilities; recovery house facilities.

5. **Comprehensive Plan Map Amendment and Corresponding Rezone to Change Triangle West of the Dennis Street SW and Linderson Way SW Intersection** – A Comprehensive Plan map amendment and corresponding rezone for an approximately 0.30-acre portion of one parcel that totals 5.73-acres located at 6501 Linderson Way SW at the western corners of Linderson Way SW and Dennis Street SW. The amendment area is a portion of Thurston County Assessor Parcel Number 1270-32-40303.

Each of the five proposed Comprehensive Plan map and text amendments and corresponding rezones are reviewed separately in the staff report and then all amendments going forward are reviewed together with the criteria found in TMC 18.60.025(B):

1. *Does the amendment conform to the Growth Management Act?*
2. *Is it consistent with the Comprehensive Plan, Thurston County-Wide Planning Policies, and related plans?*
3. *Have area conditions changed or are changing to justify a change in land use for the area?*
4. *Is there a need to provide a community-related use not anticipated by the Comprehensive Plan?*

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A. 2022 PRIVATELY SPONSORED COMPREHENSIVE PLAN MAP AMENDMENT AND CORRESPONDING REZONE

1. Wells Littlerock Comprehensive Plan Land Use Map Amendment (TUM-21-1848) and Corresponding Rezone (TUM-21-1804)

Summary

A private applicant is requesting a Comprehensive Plan map amendment and corresponding rezone for three adjacent parcels that total 2.76-acres located south of 7223 Littlerock Road SW (Thurston County Assessor Parcel Numbers 1270-44-30901, 1270-44-30902, and 1270-44-30903).

The applicant's request is to change the current Single Family Medium Density Residential (SFM) Comprehensive Plan map designation of the parcels to Multi-Family Medium Density Residential (MFM).

The amendment and rezone applications can be found in Appendix 1.3 – *Applications for the Wells Littlerock Comprehensive Plan Land Use Map Amendment and Rezone*.

Proposal

1. Amend the City-Wide Land Use Map to change the current Comprehensive Plan land use map designation of the properties from Single Family Medium Density Residential (SFM) to Multi-Family Medium Density Residential (MFM).
2. Amend the City-Wide Zoning Map to change the current zone district of the properties from Single-Family Medium Density Residential (SFM) to Multifamily Medium Density Residential (MFM).

Tumwater

Permit Numbers TUM-21-1804 (Rezone) and TUM-21-1848 (Comprehensive Plan Map Amendment)

Applicant Glenn Wells

Owner Estate of Marvin L. Beagles

Location Three adjacent parcels located to the south of 7223 Littlerock Road SW

Parcel Number Thurston County Assessor Parcel Numbers 1270-44-30901, 1270-44-30902, and 1270-44-30903

Property Size 2.76 acres

Current Use Vacant

Utilities Sewer, water, and other utilities are available in the vicinity

Access The easternmost parcel property abuts Littlerock Road SW

Maps

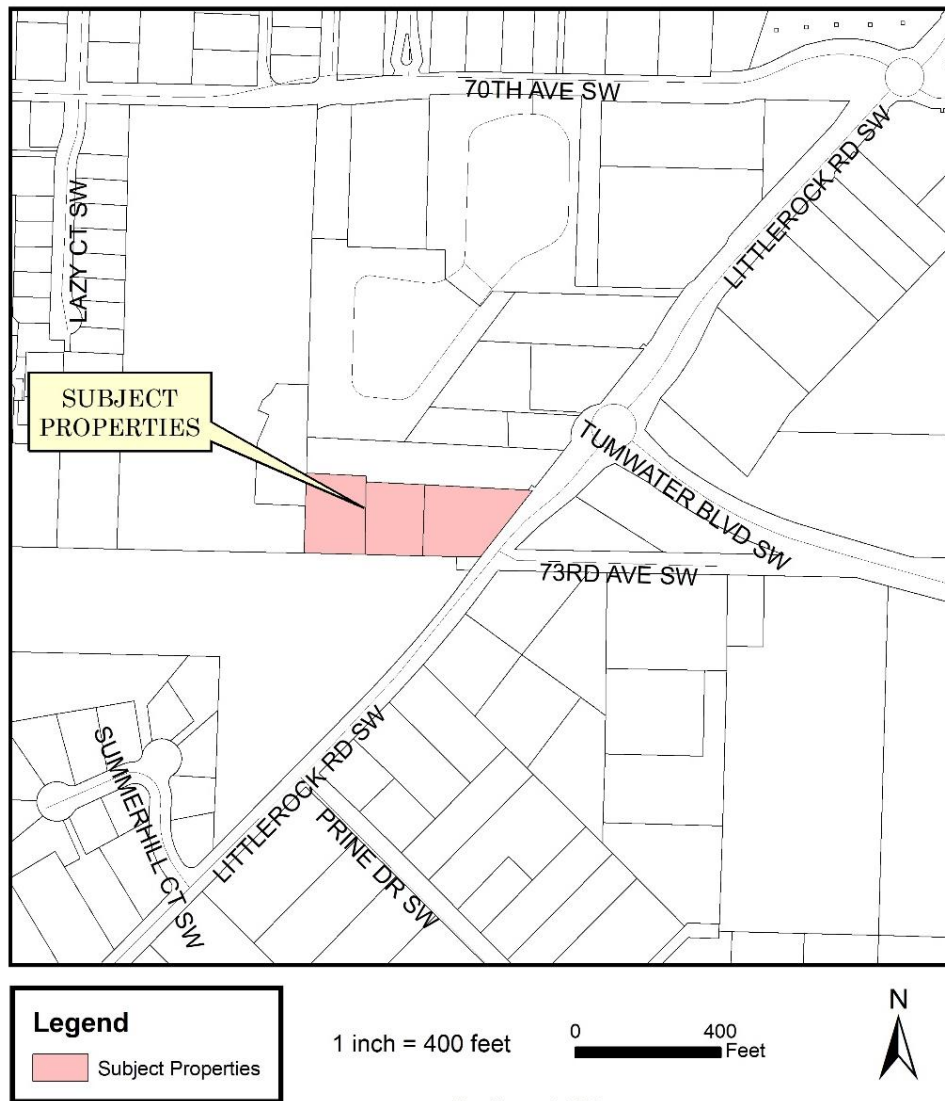


Figure 1. Wells Littlerock Parcel Map

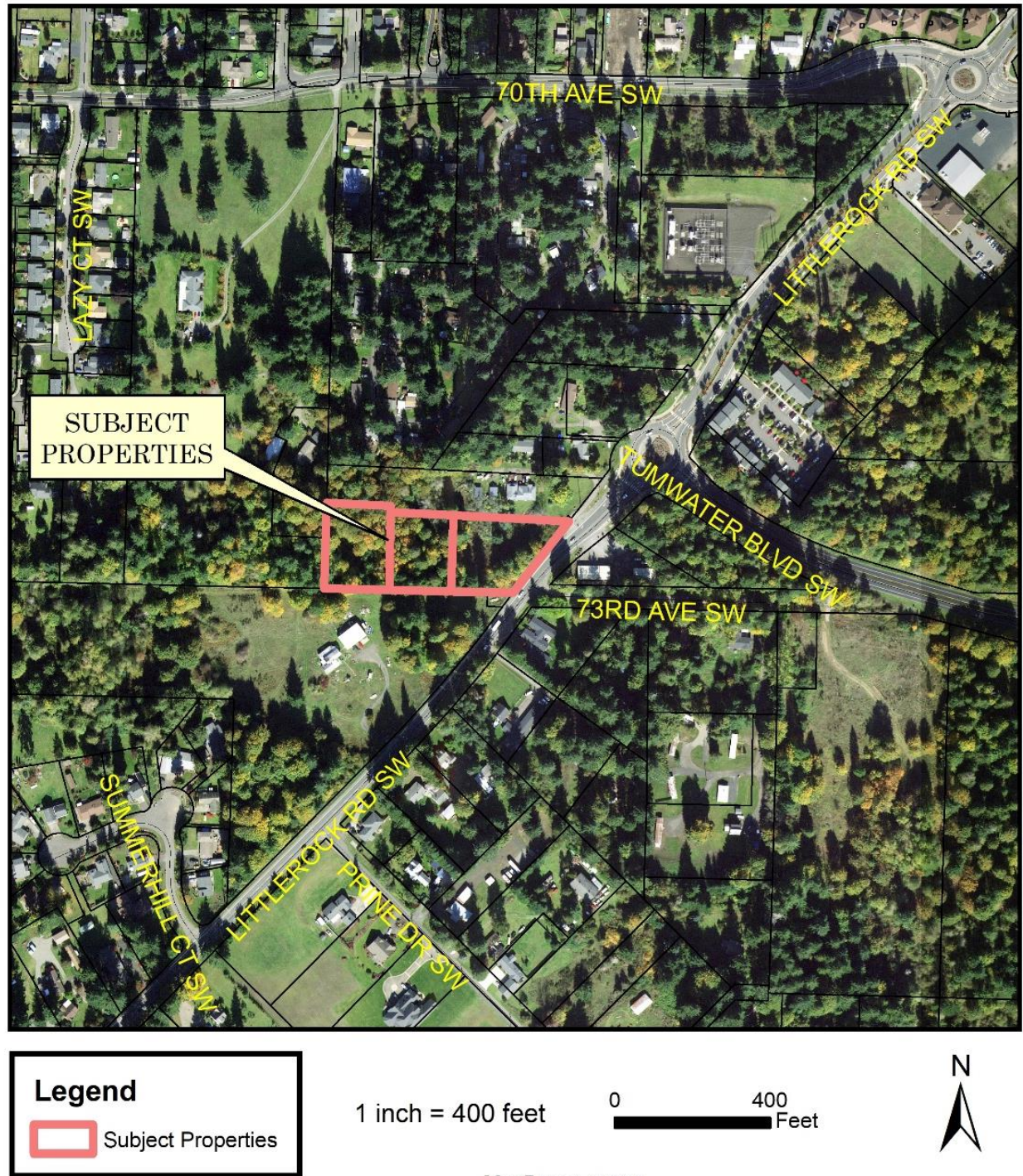


Figure 2. Wells Littlerock 2019 Aerial

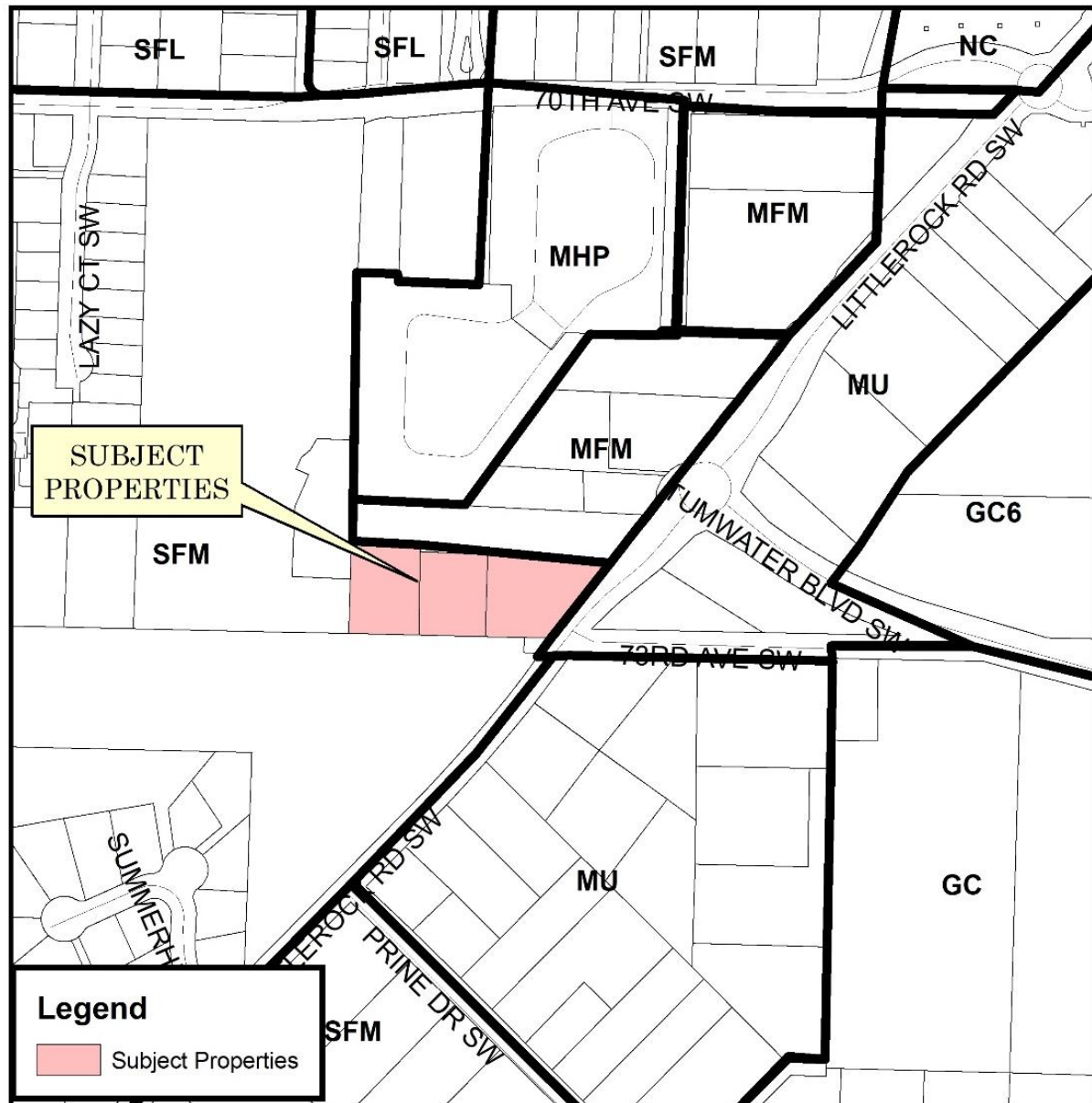


Figure 3. Wells Littlerock Current Zoning

Current Comprehensive Plan City-Wide Land Use Map Designation

The current land use designation for the proposed amendment area is Single Family Medium Density Residential (SFM). See Appendix 1.1 – *Maps* for the current Comprehensive Plan City-Wide Land Use Map (Map 1A).

Surrounding Land Use Map Designations, Zone Districts, and Existing Land Uses***North***

Land Use Map Designation: Multi-Family Medium Density Residential (MFM)

Zone District: Multifamily Medium Density Residential (MFM)

Current Land Use: Single-family dwelling

East

Land Use Map Designation: Mixed Use (MU)

Zone District: Mixed Use (MU)

Current Land Use: Littlerock Road SW and 73rd Avenue SW

South

Land Use Map Designation: Single Family Medium Density Residential (SFM)

Zone District: Single-Family Medium Density Residential (SFM)

Current Land Use: Residential subdivision under construction

West

Land Use Map Designation: Single Family Medium Density Residential (SFM)

Zone District: Single-Family Medium Density Residential (SFM)

Current Land Use: Single-family dwellings

Constraints/Environmental Issues

The proposed amendment area does contain the “more preferred” soils for the protected Mazama Pocket Gopher, so critical area site analyses would need to be completed before future development could occur.

Background

In accordance with Tumwater Municipal Code 18.60.025(A)(5), applications for 2022 Comprehensive Plan Amendments and associated rezones were due by the first Monday in December. The City published notice on September 30, 2021 that applications for 2022 Comprehensive Plan Amendments and associated rezones would be due Monday, December 6, 2021.

The City received the applicant's rezone application (TUM-21-1804) on November 17, 2021. Community Development Department staff sent out a letter of incompleteness for the rezone application (TUM-21-1804) on December 6, 2021.

The City received the Comprehensive Plan map amendment application (TUM-21-1848) on December 6, 2021. Community Development Department staff sent out a letter of completeness for the Comprehensive Plan map amendment and rezone applications (TUM-21-1848 (Comprehensive Plan Map Amendment) and TUM-21-1804 (Rezone)) on December 10, 2021.

The City Council placed the proposed Comprehensive Plan amendment and rezone on the 2022 Long Range Planning Work Program on January 18, 2022. The Planning Commission reviewed the preliminary docket and provided comments at their January 11, 2022 meeting. The Planning Commission recommended further review of the proposal on January 25, 2022, as part of the 2022 preliminary docket. On February 9, 2022, the General Government Committee reviewed the preliminary docket and forwarded it to the full City Council for review.

The City Council held a worksession on February 22, 2022 and recommended that the preliminary docket be placed on the City Council agenda for their March 1, 2022 meeting. On March 1, 2022, the City Council considered the Planning Commission's recommendation and the review by the General Government Committee and included the proposal in the 2022 annual Comprehensive Plan amendment preliminary docket to be reviewed by Community Development Department staff and presented later in 2022.

After the City Council approved the final docket on March 1, 2022 for the 2022 annual Comprehensive Plan map and text amendments, Community Development Department staff reviewed the proposed amendment and prepared the staff report with a recommendation.

Approval of the amendment would result in a Comprehensive Plan map amendment that would change the proposed amendment area from the Single Family Medium Density Residential (SFM) Comprehensive Plan map designation to the Multi-Family Medium Density Residential (MFM) Comprehensive Plan map designation. Approval

of the amendment would also result in a corresponding rezone from the Single Family Medium Density Residential (SFM) zone district to the Multifamily Medium Density Residential (MFM) zone district.

Review and Approval Criteria

Comprehensive Plan map amendments are subject to the criteria below from Tumwater Municipal Code (TMC) 18.60.025(B):

1. *All amendments to the comprehensive plan must conform with the requirements of the Washington State Growth Management Act, Chapter 36.70A RCW, and all amendments for permanent changes to the comprehensive plan must be submitted to the Washington State Department of Commerce, pursuant to RCW 36.70A.106.*

The proposed amendment being considered is in accordance with the City's annual Comprehensive Plan amendment process, as required by RCW 36.70A. If the amendment is approved by the City Council, the proposed amendment will be submitted to the Washington State Department of Commerce pursuant to RCW 36.70A.106.

The proposed Comprehensive Plan map amendment and corresponding rezone meet the fourteen goals of the Washington State Growth Management Act as follows:

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

The proposed amendment occurs near the central urban area of the City 0.30 miles from the Intercity Transit 12 West Tumwater line. Utilities including sewer and water are in the immediate vicinity. The site is close to services. The proposed amendment could provide more housing in close proximity to services and jobs.

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

The proposed amendment is consistent with this goal, as it would allow for residential uses in close proximity to jobs and services. The requested Multi-Family Medium Density Residential (MFM) land use designation and Multifamily Medium Density Residential (MFM) zone district is the least intense multifamily designation and zone district in the City at nine to fifteen dwellings per acre.

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

Littlerock Road SW is designated an arterial in the City's Transportation Plan. Future development of the site would trigger frontage improvements. The location is good for higher intensity residential uses because of its connectivity for multimodal transportation options.

- (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 proposed Comprehensive Plan map amendment and corresponding rezone would allow for an enhancement in the variety of housing stock in the City. Additionally, Chapter 4 of the Land Use Element of the Comprehensive Plan on page 76 states that

"...as population increases in the Thurston County area and housing costs become increasingly more expensive due to land and construction cost, it is likely that a larger market for higher density development will occur."

The proposal is a Comprehensive Plan map amendment from Single Family Medium Density Residential (SFM) to Multi-Family Medium Density Residential (MFM) and corresponding rezone from Single-Family Medium Density Residential (SFM) to Multifamily Medium Density Residential (MFM). The proposal would allow for more intense residential uses, which is consistent with this goal.

- (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.*

A change in land use designation and zone district would allow the proposed amendment area to be developed with a wider range of more intense residential uses as compared to the current Single Family Medium Density Residential (SFM) land use designation. Generally, businesses need residential uses in close proximity in order to survive. The proposal increases multifamily residential uses in close proximity to business centers, which is consistent with the goal.

- (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 proposal does not require any taking of private property.

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

The proposed Comprehensive Plan map amendment and corresponding rezone is being considered as a part of the City's annual Comprehensive Plan amendment review.

- (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.*

Neither the proposed amendment area nor any of the properties in the vicinity are designated for natural resources.

- (9) *Open space and recreation. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.*

The proposed amendment area is not designated for open space and recreation. Future development of the proposed amendment area would need to comply with all development regulations that pertain to open space and parks requirements.

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

Any future development would need to comply with all the applicable environmental regulations.

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

All property owners within 300 feet of the exterior boundaries of the proposed amendment area were notified about the application by letter on July 27, 2022. All property owners within 300 feet of the exterior boundaries of the proposed amendment area and all interested agencies and jurisdictions will be receiving a separate notification about the public hearing for the proposal. In addition, City residents and all interested parties, agencies and jurisdictions will be notified about the application and the public hearing for the proposal as part of the proposed 2022 Comprehensive Plan map amendment and rezone process.

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

The City provides sewer and water service to the proposed amendment area. Streets in the general vicinity are operating within the expected levels of service. Future development of the proposed amendment area would likely require a traffic study and mitigation of the impacts, as well as proof of adequate water and sewer service

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

The proposed amendment area is not the site of known historical or archaeological significance.

- (14) *Shorelines of the state.*

The proposed amendment area is not located within 200 feet of any shoreline of the state.

2. *Text amendments and site-specific rezone applications should be evaluated for internal consistency with the comprehensive plan, and for consistency with the county-wide planning policies, related plans, and the comprehensive plan of Thurston County or cities which have common borders with Tumwater.*

The proposed Comprehensive Plan map amendment and corresponding rezone is consistent with the Comprehensive Plan, including the Land Use and Housing Elements. The Comprehensive Plan is consistent with the Thurston County-Wide Planning Policies and the goals of Sustainable Thurston.

The applicable goals of the Land Use Element of the Comprehensive Plan are as follows:

Land Use Element Goal LU-2 states:

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.

The proposal would allow for future urban infill development in an area with existing services. The proposed amendment area is within close proximity to jobs, as well as other retail and service providers north of the property.

Land Use Element Goal LU-3 states:

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

City sewer and water service are available in the immediate vicinity of the proposed amendment area.

Land Use Element Goal LU-4 states:

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

The proposal would change the current land use designation of the proposed amendment area from Single Family Medium Density Residential (SFM) to Multi-Family Medium Density Residential (MFM), which is the least intense multifamily land use designation in the City. If the proposed amendment area was developed with the Multi-Family

Medium Density Residential (MFM) land use designation, it could help to provide additional housing diversity for a range of lifestyles, incomes, abilities, and ages.

Land Use Element Goal LU-5 states:

Ensure development patterns encourage efficient multimodal transportation systems coordinated with regional, City, and county transportation plans.

The proposed amendment area is near jobs and services.

Land Use Element Goal LU-6 states:

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

The proposed amendment area is not located within a 100-year floodplain. At the time of the future development of the proposed amendment area, the Public Works Department would review the stormwater management system, in order to protect and preserve the groundwater and reduce impacts from flooding.

Land Use Element Goal LU-11 states:

Ensure new and existing development is energy efficient.

All new development in the City must meet the Washington State Energy Code.

The applicable goals of the Housing Element of the Comprehensive Plan are as follows:

Housing Element Goal H-5 states:

To supply sufficient, safe, suitable housing sites and housing supply to meet projected future housing needs for Tumwater over the next 20 years.

Housing Element Goal H-6 states:

To promote a selection of housing that is decent, safe, and sound, in close proximity to jobs and daily activities, and varies by location, type, design, and price.

The proposal meets the intent of both Goals 5 and 6 since it would allow for lower density multifamily residential development within walking distance of services, retail, and jobs.

Housing Element Goal H-12 states:

To encourage urban growth within the city limits with gradual phasing outward from the urban core.

The proposal meets the intent of the goal. The proposed amendment is consistent with the goal because the proposed amendment area contains vacant property located within close proximity to a core urban area of the City.

3. *Whether conditions in the area for which comprehensive plan change/zoning amendment is requested have changed or are changing to such a degree that it is in the public interest to encourage a change in land use for the area.*

The conditions in the area for which the proposed Comprehensive Plan map amendment and corresponding rezone covers has changed to a degree that it is in the public interest to support an amendment to the current land use designation and zone district for the area.

Since the property was originally designated Single Family Medium Density Residential (SFM) there has been high degree of interest in higher intensity development in the area.

4. *Whether the proposed comprehensive plan zoning amendment is necessary in order to provide land for a community-related use which was not anticipated at the time of adoption of the comprehensive plan.*

The criterion does not apply.

Staff Conclusions

1. The proposal meets the review and approval criteria found in TMC 18.60.025(B).
2. The proposed Comprehensive Plan map amendment and corresponding rezone are consistent with the goals of the Washington State Growth Management Act.
3. The proposed Comprehensive Plan map amendment and corresponding rezone are consistent with Goals LU-2, LU-3, LU-4, LU-5, LU-6, and LU-11 of the Land Use Element of the Comprehensive Plan.

4. The proposed Comprehensive Plan map amendment and corresponding rezone are consistent with Goals H-5, H-6, and H-12 of the Housing Element of the Comprehensive Plan.
5. The potential impacts of the proposed Comprehensive Plan amendment has been considered together with the other amendments in the 2022 annual Comprehensive Plan amendment final docket with the criteria found in TMC 18.60.025(B) and proposed amendments do not create any inconsistencies when evaluated together.
6. Based on the above review and analysis, Community Development Department staff concludes that the proposed Comprehensive Plan map amendment and corresponding rezone are consistent with the requirements of the Washington State Growth Management Act, Thurston County-Wide Planning Policies, the goals of Sustainable Thurston, and the Comprehensive Plan.

Staff Recommendation

1. Community Development Department staff recommends approval of the proposed Comprehensive Plan map amendment from Single Family Medium Density Residential (SFM) to Multi-Family Medium Density Residential (MFM) and corresponding rezone from Single-Family Medium Density Residential (SFM) to Multifamily Medium Density Residential (MFM) as shown in the Appendix 1.2 – *Proposed Map Amendments*.

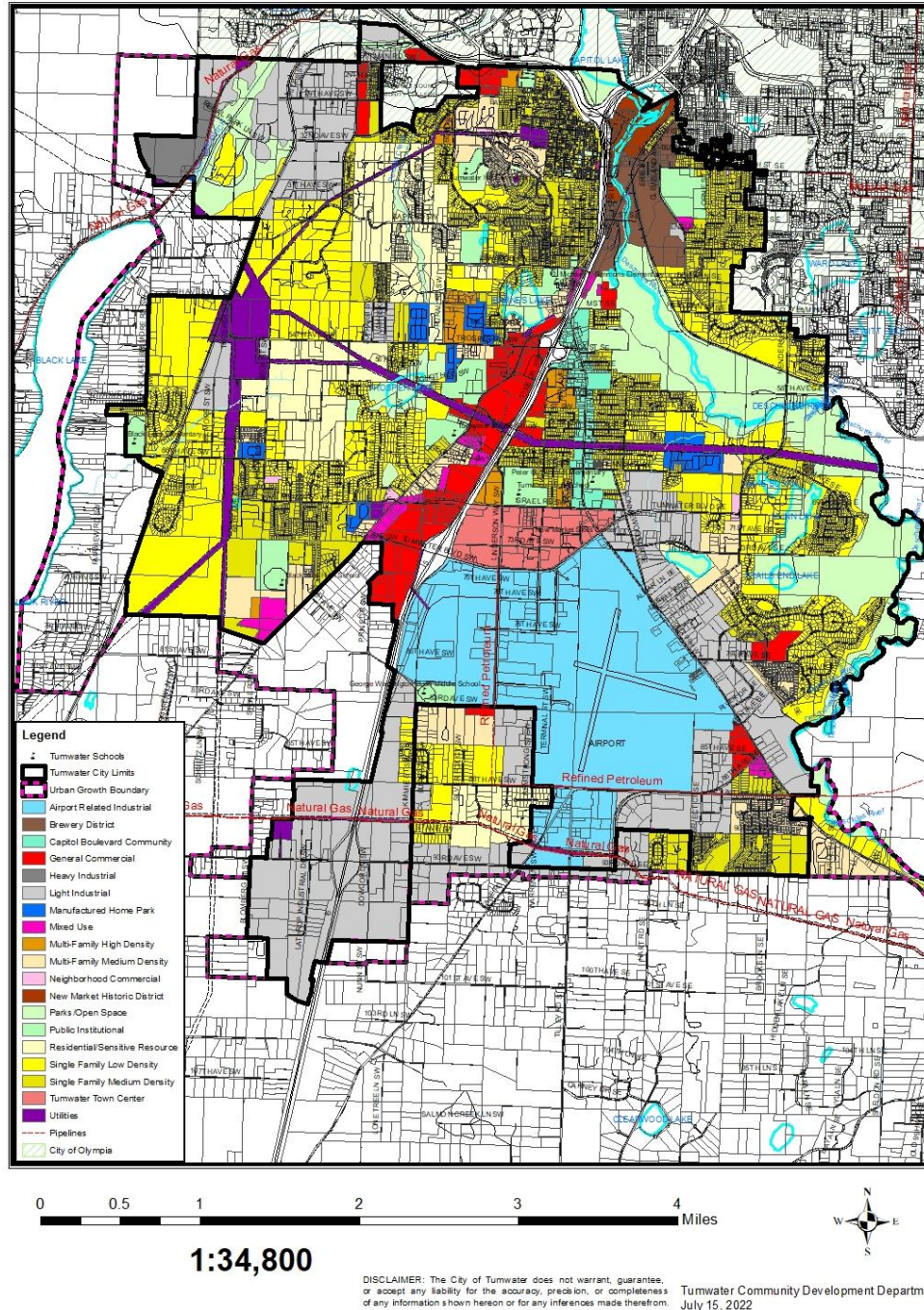
Effects of the Proposed Amendment

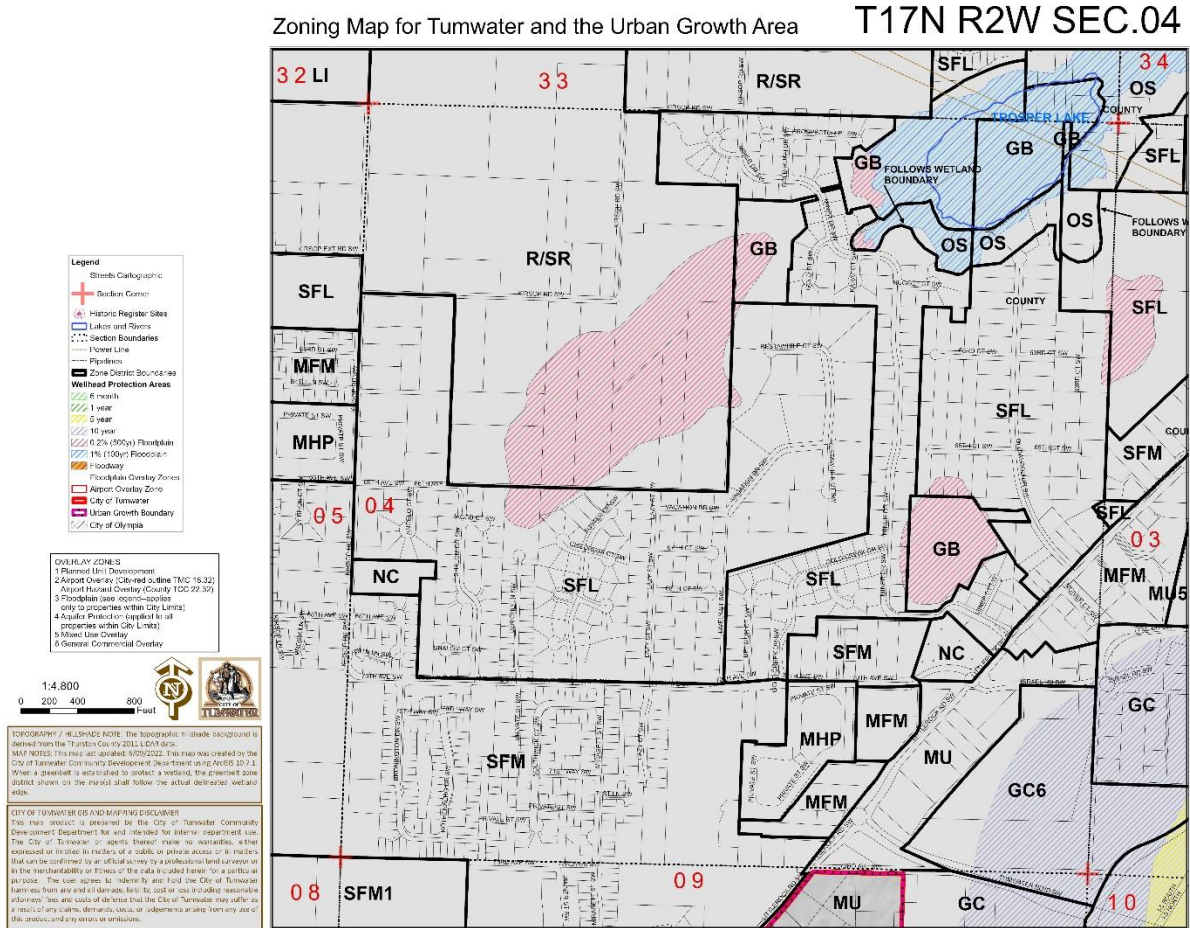
The proposed Comprehensive Plan map amendment and corresponding rezone would necessitate changes to the City-Wide Land Use Map in the Comprehensive Plan (Map 1C), the Littlerock Neighborhood Future Land Use Map in the Comprehensive Plan (Map 1D), and the City-Wide Zoning Map (Map 1E) as shown in Appendix 1.2 – *Proposed Map Amendments* and Ordinance No. O2022-003.

Appendix 1.1 – Maps

Map 1A – Existing Comprehensive Plan Designations

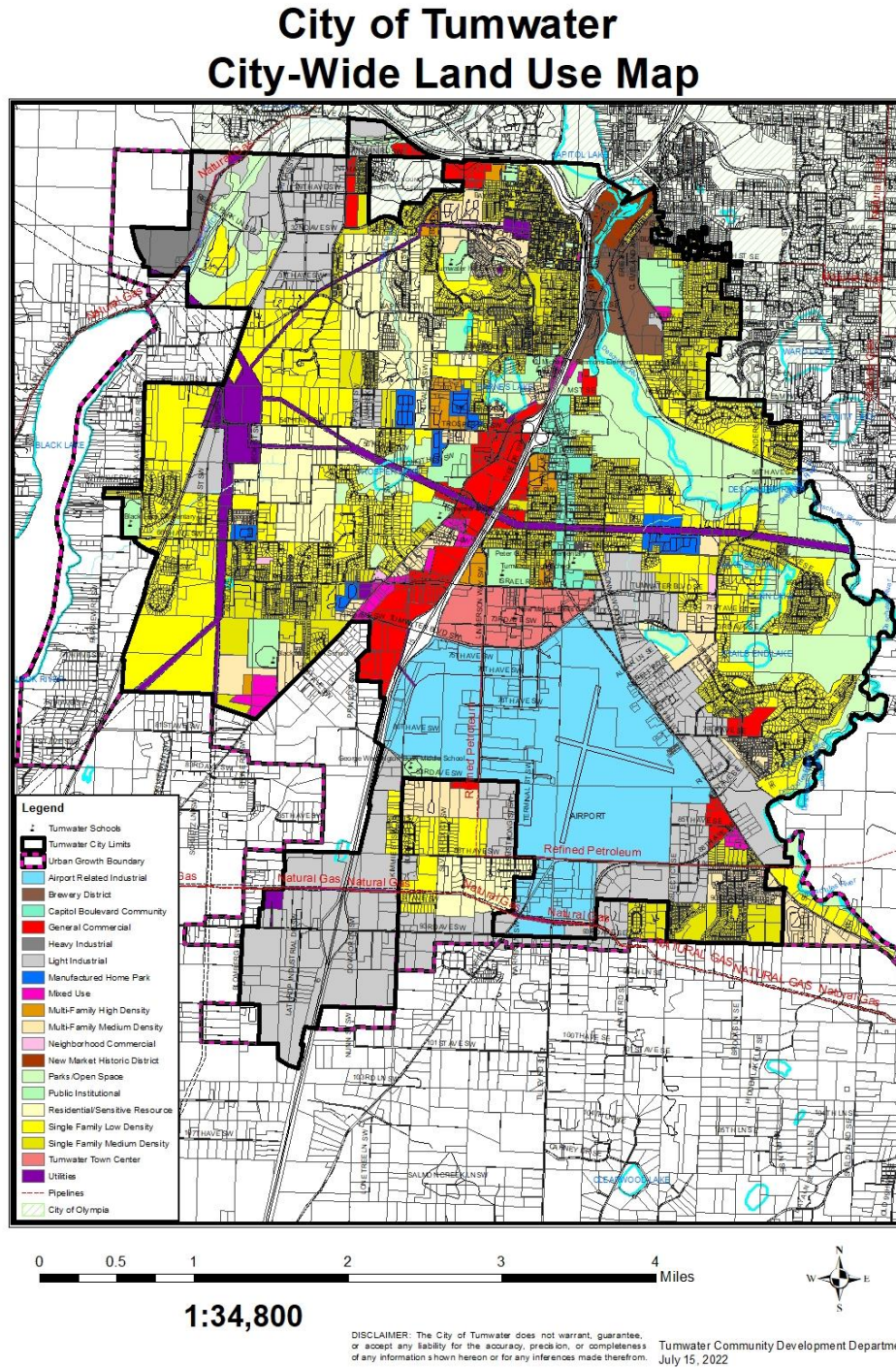
City of Tumwater City-Wide Land Use Map



Map 1B – Existing Zone District

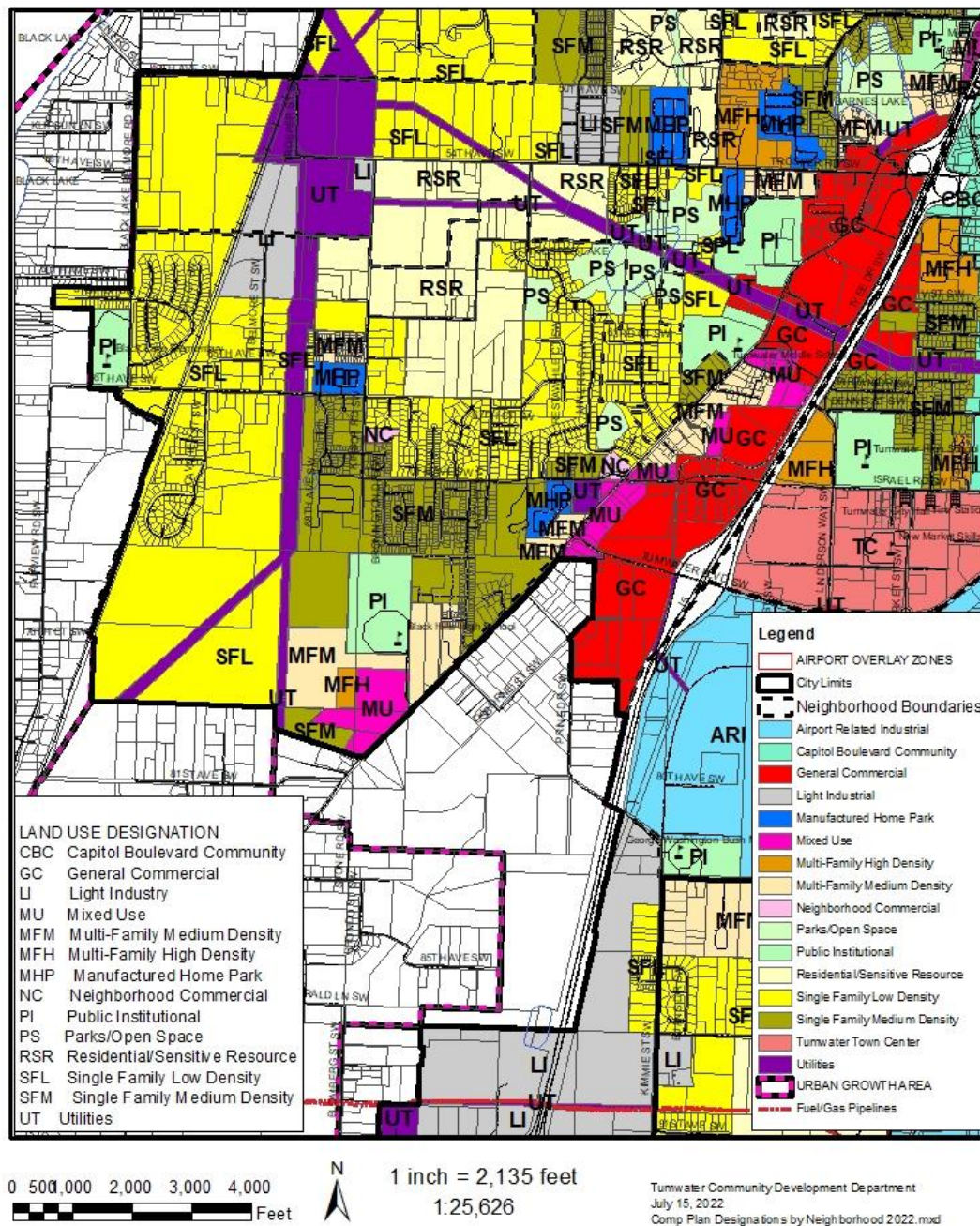
Appendix 1.2 – Proposed Map Amendments

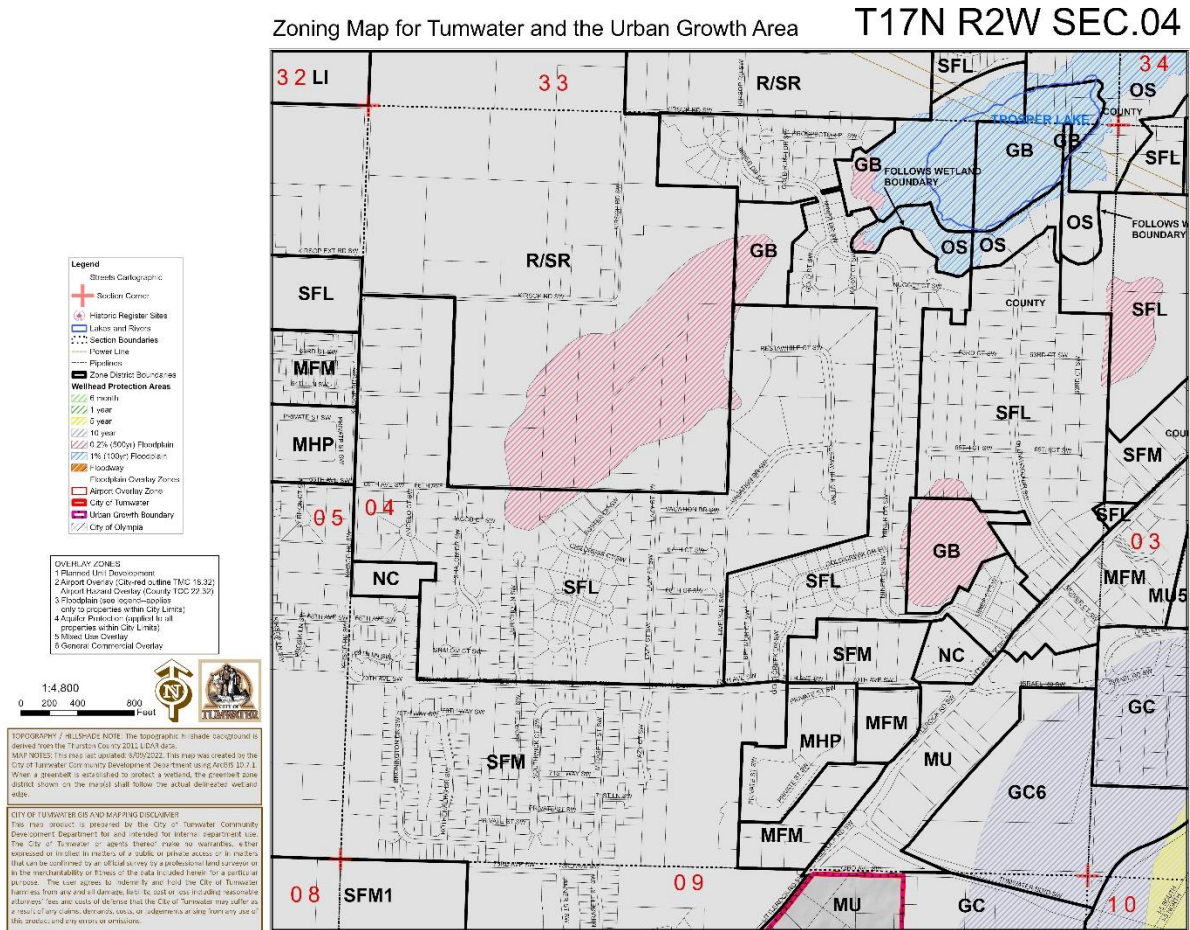
Map 1C – Proposed Amendment to the Comprehensive Plan City-Wide Land Use Map



Map 1D – Proposed Amendment to the Comprehensive Plan Littlerock Neighborhood Future Land Use Map

Littlerock Neighborhood Future Land Use



Map 1E – Proposed Amendment to the City-Wide Zoning Map

**Appendix 1.3 – Applications for the Wells Littlerock Comprehensive Plan
Land Use Map Amendment and Rezone**

[See attached]

B. 2022 CITY SPONSORED COMPREHENSIVE PLAN MAP AND TEXT AMENDMENTS AND CORRESPONDING REZONE

2. Neighborhood Character – Review Comprehensive Plan Housing and Land Use Elements

Summary

The proposal is a City sponsored review of the Housing and Land Use Elements of the Comprehensive Plan for potential amendments related to the use of “neighborhood character” in support of the *Tumwater Housing Action Plan*.

Proposal

1. Review of the Housing and Land Use Elements of the Comprehensive Plan for potential amendments related to the use of “neighborhood character” and similar terms in support of the *Tumwater Housing Action Plan*.

Sponsor

City of Tumwater

Background

The City Council placed the proposed Comprehensive Plan amendment on the 2022 Long Range Planning Work Program on January 18, 2022. The Planning Commission reviewed the preliminary docket and provided comments at their January 11, 2022 meeting. The Planning Commission recommended further review of the proposal on January 25, 2022, as part of the 2022 preliminary docket. On February 9, 2022, the General Government Committee reviewed the preliminary docket and forwarded it to the full City Council for review.

The City Council held a worksession on February 22, 2022 and recommended that the preliminary docket be placed on the City Council agenda for their March 1, 2022 meeting. On March 1, 2022, the City Council considered the Planning Commission’s recommendation and the review by the General Government Committee and included the proposal in the 2022 annual Comprehensive Plan amendment preliminary docket to be reviewed by Community Development Department staff and presented later in 2022.

After the City Council approved the final docket on March 1, 2022 for the 2022 annual Comprehensive Plan map and text amendments, Community Development Department staff reviewed the Comprehensive Plan Housing and Land Use Elements to evaluate the use of the term “neighborhood character” in support of the *Tumwater Housing Action Plan*. Appendix 2.1 contains the relevant sections of the Comprehensive Plan that address “character,” “atmosphere,” or a similar term in **yellow highlight**.

At their August 23, 2022 worksession, the Planning Commission focused their discussion on Amendment #2 – Neighborhood Character.

Prior to the August 23, 2022 worksession, Community Development Department staff recommended that the Planning Commission review Appendix 2.1 – *Relevant Sections of the Housing and Land Use Elements of the Comprehensive Plan* to see how “character” and similar terms are being used in the Comprehensive Plan Housing and Land Use Elements. In addition, Community Development staff recommended that the Planning Commission review all the goals, policies, and actions in the attached Housing and Land Use Elements in Appendix 2.1 as well to understand the policy context for the discussion.

At their August 23, 2022 worksession, the Planning Commission did not identify specific amendments to consider as part of the 2022 Comprehensive Plan amendment cycle, but did recommend that staff include a similar review as part of the 2022-2025 Comprehensive Plan Update. In that review, the Planning Commission recommended focusing on the use of the terms “residential,” “character,” and “stability.” The intent would be to make sure that “residential” encompasses all types of residential developments and intensities and “character” and “stability” are not used prelude new development that meets the City’s design guidelines and is 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

City of Olympia Comprehensive Plan Land Use and Urban Design

In 2021, at the direction of the Olympia City Council, the City of Olympia went through a Comprehensive Plan amendment process to review and amend the Land Use and Urban Design section of their Comprehensive Plan to address the use of the term “neighborhood character.” The Olympia City Council started with a recommendation for a definition of “neighborhood character” as “accessible, sustainable, and culturally inclusive neighborhoods.”

After further discussion with City of Olympia staff, the Council of Neighborhoods Association, and the Planning Commission, the Olympia City Council approved the final amendment language:

Neighborhood character is made up of a variety of elements that give a neighborhood its distinct identity. Neighborhood characteristics are not stagnant and will change over time. Consideration of neighborhood character will vary by the unique features of a neighborhood and includes its physical attributes that contribute to its sense of place and identity. These elements may include, but are not limited to, a neighborhood’s land use, urban design, visual resources, and/or historic resources. This includes design elements of buildings (mass, scale,

materials, setting, and setbacks), parks and open space, provision of City utilities, street grids and connections, and street trees. Our community considers it essential that all neighborhoods become accessible, sustainable, and culturally inclusive.

- *Accessible: Includes ADA compliancy, multimodal mobility, and housing affordability.*
- *Sustainable: Promotes a healthy environment, a diverse and resilient local economy, and historic preservation, including, reuse, and adaptability of existing buildings.*
- *Culturally inclusive: Recognizes, supports and promotes diverse housing types, strong arts and historic preservation, and the various contributions of diverse Olympians, past and present.*

Neighborhood character will be balanced with other plan goals and policies, such as increasing the variety of housing types and providing people-oriented places, and implemented through the City's development regulations.

Comprehensive Plan Review

Community Development Department staff reviewed the Housing and Land Use Elements of the Comprehensive Plan. In Appendix 2.1 – Relevant Sections of the Housing and Land Use Elements of the Comprehensive Plan, Community Development Department staff identified all the sections of the Housing and Land Use Elements that addressed the character of the City, land use designation, or neighborhood.

Staff Conclusions

1. Community Development Department staff reviewed the potential for including amendments to the Comprehensive Plan in the 2022 Comprehensive Plan text amendment process with the input of the Planning Commission.
2. Based on the above review and analysis, Community Development Department staff concludes that any amendments to the Comprehensive Plan to address the use of the term neighborhood character should not be included in the 2022 Comprehensive Plan amendments, but should be considered in the required eight-year Comprehensive Plan update process that will start in the fall of 2022.

Staff Recommendation

1. Community Development Department staff recommends that no amendments to the Comprehensive Plan to address neighborhood character at this time.

2. Community Development Department staff recommends that amendments to the Housing and Land Use Elements of the Comprehensive Plan be considered as part of the next Washington State Growth Management Act required Comprehensive Plan update that will start in the fall of 2022 that is due June 2025.

Appendix 2.1 – Relevant Sections of the Housing and Land Use Elements of the Comprehensive Plan

(Pages 29-38 of the Comprehensive Plan Housing Element)

5.1 Housing Goals, Policies, and Actions

GOAL H-1: To conserve and improve the existing city housing stock and quality of life of neighborhoods.

| <u>Policy</u> | <u>Action</u> |
|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| H-1.1 | Assist city neighborhoods in maintaining and rehabilitating the existing housing stock as decent, safe, sanitary, and affordable housing. |
| | H-1.1.1 Create a formal maintenance and rehabilitation program beyond the current City code enforcement procedures to support Policy H-1.1 in coordination with the City's work with the Regional Housing Council. |
| H-1.2 | Encourage a range of housing, economic development, and community revitalization in the city. |
| H-1.3 | Promote the quality of life of existing communities and implementation of community housing goals through the preparation of comprehensive plans and the development review process. |
| H-1.4 | Provide assistance to improve community surroundings and infrastructure in residential areas. |
| H-1.5 | Encourage and facilitate economic development as an important part of provision of housing by providing jobs. |
| | H-1.5.1 Continue implementation of economic development efforts to provide jobs in Tumwater. |

GOAL H-2: To provide a sufficient number of single family dwelling units, multi-family dwelling units, manufactured homes, and group housing to provide an affordable selection of housing to each economic segment of the Tumwater population.

Policy**Action**

H-2.1 Provide sufficient, suitably zoned land for development of all housing types to accommodate the future needs for each type of housing, including single-family detached dwellings, accessory dwelling units, townhouses, duplexes, triplexes, fourplexes, multi-family dwellings, cottage housing, senior housing, roominghouses, group housing, and manufactured homes in manufactured home parks and on single lots.

H-2.2 Provide opportunities for a range of housing types to provide for all economic segments of Tumwater's population.

H-2.2.1 Monitor the Land Use Element and Zoning Code to ensure an adequate supply of suitably zoned land.

GOAL H-3: To provide adequate, affordable housing for residents of all income groups, including sufficient housing affordable to low and moderate-income groups.

Policy**Action**

H-3.1 Encourage the development of innovative plans, codes, standards, and procedures in order to take advantage of new private and public sector approaches to housing provision.

H-3.1.1 The Zoning Code allows manufactured homes on single-family lots in all residential zones. It is the intent of the Housing Element to promote the designation of a sufficient supply of land for traditional mobile/manufactured home parks—and to recognize that modular/manufactured housing on single family lots and in manufactured home parks is a viable form of housing construction.

H-3.1.2 Increase code enforcement efforts and build public private partnerships to encourage renovations of unfit structures for use as transitional or affordable housing.

H-3.2 Encourage provision of adequate building sites through appropriate land use planning and zoning codes, infrastructure supply, and overall regulatory climate.

H-3.3 Tumwater should assume its "fair share" of housing for low and moderate income groups, in cooperation with other jurisdictions in Thurston County.

H-3.3.1 Monitor land supply, census data, and housing policies to ensure Tumwater accommodates its fair share of housing for low and moderate income groups.

H-3.3.2 Work with Tumwater School District, Housing Authority, and other agencies and organizations to pursue grant funding and implement transitional housing strategies for families with children.

H-3.3.3 Establish a multi-family tax exemption program that gives financial incentive for developers to create multi-family structures in target areas and to set aside a percentage of units as low-income housing.

H-3.4 Tumwater should work with the other jurisdictions in Thurston County as part of the Regional Housing Council to share decision making responsibilities related to homelessness and affordable housing in Thurston County to allow for collaboration in expanding affordable housing options and sharing the planning for, identification of, and resource allocation to activities and programs intended to support individuals experiencing homelessness in Thurston County.

GOAL H-4: To provide adequate opportunities for housing for all persons regardless of age, race, color, national origin, ancestry, sex, sexual orientation, familial status, marital status, ethnic background, source of income use of federal housing assistance, or other arbitrary factors.

Policy

Action

H-4.1 Support the inclusion of living opportunities for families with children throughout the city.

H-4.2 Support and encourage a variety of housing types and price ranges through appropriate policies and regulations.

H-4.2.1 Continue the requirement for reasonable maximum lot sizes in order to create smaller lots that are more

affordable and that allow a more efficient use of City services.

- H-4.2.2 Encourage homeowner associations to adopt Covenants, Conditions, and Restrictions (CCRs) consistent with this policy.

GOAL H-5: To supply sufficient, safe, suitable housing sites and housing supply to meet projected future housing needs for Tumwater over the next 20 years.

| <u>Policy</u> | <u>Action</u> |
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| H-5.1 | Ensure appropriate land use designations and Zoning Code designations to provide sufficient land for housing construction. |
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| H-5.1.1 | Monitor the Land Use Element and Zoning Code to ensure an adequate supply of suitably zoned vacant land. (2.1.1) |
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| H-5.1.2 | Continue joint planning with Thurston County to plan for future growth in Tumwater. |
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| H-5.2 | Lands not suitable for development due to site constraints such as wetlands, steep slopes, geologically hazardous areas, etc., should be identified and considered when determining sufficient land for new housing in accordance with Tumwater's Conservation Plan. |
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| H-5.3 | Encourage construction practices, which exceed minimum standards. Tumwater will support the use of alternative building designs and methods that exceed the minimum standards set by Tumwater. |
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GOAL H-6: To promote a selection of housing that is decent, safe, and sound, in close proximity to jobs and daily activities, and varies by location, type, design, and price.

| <u>Policy</u> | <u>Action</u> |
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| H-6.1 | Protect residential areas from undesirable activities and uses through aggressive enforcement of adopted City codes. |
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| H-6.2 | Provide for a dynamic mix of residential land uses and zones in order to create a diverse mix of sites available for different housing types. |
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- H-6.2.1 Continue to monitor the available land supply, census data, and City policies to ensure a diverse mix of land for residential housing stock.
- H-6.2.2 Continue to implement innovative design techniques, such as zero lot line developments, architectural design standards, alley houses, and attached single-family housing. Zero lot line developments are residential real estate in which the structure comes up to or very near to the edge of the property. Zero-lot-line houses are built very close to the property line in order to create more usable space.
- H-6.3 Support increasing housing opportunities along urban corridors and centers.
- H-6.4 Encourage provision of affordable housing near public transit routes to promote efficient transportation networks.
- H-6.4.1 Continue to involve Intercity Transit in Tumwater's development review process.
- H-6.5 Tumwater will maintain current Building Code standards and will use the most up to date future Code editions.
- H-6.6 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 H-7: To ensure that housing is compatible in quality, design, and density with surrounding land uses, traffic patterns, public facilities, and environmentally sensitive areas.**

Policy**Action**

- H-7.1 Support the stability of established residential neighborhoods through appropriate plans and codes.
- H-7.1.1 Continue to implement design standards for multi-family and attached single-family dwellings in order to ensure compatibility with existing neighborhoods.
- H-7.2 Assure housing will be well maintained and safe.

H-7.3 Enhance the appearance of and maintain public spaces in residential areas.

H-7.4 Promote community involvement to achieve neighborhood improvement.

GOAL H-8: To support healthy residential neighborhoods which continue to reflect a high degree of pride in ownership or residency.

| <u>Policy</u> | <u>Action</u> |
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| H-8.1 | Support the stability of established residential neighborhoods. |
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| H-8.2 | Assure housing will be well maintained and safe. |
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| H-8.2.1 | Protect residential areas from undesirable activities and uses through aggressive enforcement of adopted City codes. |
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| H-8.3 | Enhance the appearance of and maintain public spaces in residential areas. |
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| H-8.4 | Promote community involvement to achieve neighborhood improvement. |
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| H-8.4.1 | Encourage neighborhood meetings to discuss community issues as situations and concerns arise. |
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| H-8.5 | Encourage home ownership for Tumwater residents. |
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GOAL H-9: To encourage a variety of housing opportunities for those with special needs, particularly those with problems relating to age or disability.

| <u>Policy</u> | <u>Action</u> |
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| H-9.1 | Require housing to meet the needs of those with special housing requirements without creating a concentration of such housing in any one area. |
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| H-9.2 | Assist social service organizations in their efforts to seek funds for construction and operation of emergency, transitional, and permanent housing. |
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- H-9.3 Support and plan for assisted housing opportunities using federal, state, or local aid.
- H-9.4 Encourage and support social and health service organizations, which offer support programs for those with special needs, particularly those programs that help people remain in the community.
- H-9.5 Encourage alternative housing strategies for homeless youth, which may include Host Homes.

GOAL H-10: To provide housing that is compatible and harmonious with existing neighborhood character through use of innovative designs that enhance the appearance and quality of Tumwater's neighborhoods.

| <u>Policy</u> | <u>Action</u> |
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| H-10.1 | Encourage innovation and variety in housing design and development. Tumwater will support efforts to build housing with unique individual character, which avoids monotonous neighborhood appearance. |
| H-10.2 | Multi-family residential housing should be subject to design criteria that relate to density, structure bulk, size and design, landscaping, and neighborhood compatibility. |
| H-10.2.1 | Continue to implement multi-family housing design standards. |

GOAL H-11: To provide housing to accommodate Tumwater's housing needs in the urban growth area and make the most efficient use of infrastructure and services.

| <u>Policy</u> | <u>Action</u> |
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| H-11.1 | Reference the Transportation Element and anticipated transportation impacts when making housing decisions affecting the location and density of housing. |
| H-11.2 | Reference utility plans and the impact of housing decisions on capital improvements planning. |
| H-11.3 | Encourage the construction of affordable housing, including cottage housing and accessory dwelling units, within a half mile or twenty minute |

walk of an urban center, corridor or neighborhood center with access to goods and services to provide access to daily household needs.

GOAL H-12: To encourage urban growth within the city limits with gradual phasing outward from the urban core.

| <u>Policy</u> | <u>Action</u> |
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| H-12.1 | Encourage the construction of housing on vacant property within the city and the redevelopment of underdeveloped property within residential areas to minimize urban sprawl and associated public service costs. |
| H-12.1.1 | Continue to review and revise, as necessary, City Development Standards deemed unnecessary and make development more expensive and/or difficult. |
| H-12.1.2 | Continue to support high-density zoning within specific areas of the city that have the infrastructure and services to support high-density housing. |
| H-12.1.3 | Continue to implement minimum density levels for all residential zoning districts to ensure efficient use of the urban growth area. |
| H-12.1.4 | Work cooperatively with Thurston County to provide for more efficient and orderly annexations to facilitate urban service delivery. |

GOAL H-13: Ensure consistency with RCW 36.70A.070(2)(c) which requires sufficient land be available for all types of housing including manufactured housing.

| <u>Policy</u> | <u>Action</u> |
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| H-13.1 | Maintain the manufactured home park district zoning in appropriate areas in order to prevent conversion of affordable housing to other uses without replacement. |
| H-13.1.1 | Encourage manufactured housing park district zoning to locate near transit services. |

- H-13.2 When locating zones and designations for manufactured home parks, carefully consider the risks from natural hazards, such as flooding and liquefaction, and the impacts of those hazards on the future residents of those manufactured home parks, Tumwater's emergency responders, and the city as a whole.

*(Pages 29-38 of the Comprehensive Plan Land Use Element)***2.2 Residential Uses**

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

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

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

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

| Land Use Designation | Implementing Zone District | Dwelling Units Per Acre |
|--------------------------------|----------------------------------|--------------------------------|
| 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 |

| Land Use Designation | Implementing District | Zone | Dwelling Units Per Acre |
|-----------------------------|-------------------------------|------|-----------------------------------------------------------------|
| Capitol Boulevard Community | • Capitol Boulevard Community | | Minimum 30 Dwelling Units/Acre or less, depending on subsection |
| Brewery District | • Brewery District | | 8-20 Dwelling Units/Acre |
| Tumwater Town Center | • Town Center | | 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

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 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 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.

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.

Table 7. Land Use Management Techniques for Residential Development

| | Residential / Sensitive Resource 2-4 Dwelling Units/Acre | Single Family Low Density 4-7 Dwelling Units/Acre | Single Family Medium Density 6-9 Dwelling Units/Acre | Multi- Family Medium Density 9-15 Dwelling Units/Acre * | Multi- Family High Density 14-29 Dwelling Units/Acre ** |
|-----------------------------------|---------------------------------------------------------------------------------|--------------------------------------------------------------------------|---------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| 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.

*(Pages 47-50 of the Comprehensive Plan Land Use Element)***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 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.

*(Pages 53-66 of the Comprehensive Plan Land Use Element)***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.

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| <u>Policy</u> | <u>Action</u> |
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| 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. |
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| LU-1.1.1 | Implement the eleven County-Wide Policy elements in the County-Wide Policy Plan (Reference Appendix B: County-Wide Planning Policies). |
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| LU-1.2 | Ensure the Land Use Element is consistent with the goals of Sustainable Thurston. |
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| 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) |
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| LU-1.3 | Engage in planning on a neighborhood level with residents of the City (Reference Appendix A: Neighborhood Appendix) |
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| 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). |
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| LU-1.6 | Ensure consistency between the Land Use Element and Tumwater Historic District Master Plan. |
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| LU-1.7 | Coordinate the Land Use Element with the Shoreline Master Program. |
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| LU-1.7.1 | Make sure the Land Use Element is consistent with the recommendations of the Shoreline Master Program. |
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- 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.

| <u>Policy</u> | <u>Action</u> |
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| LU-4.1 | Coordinate the Land Use Element with the Housing Element and fully implement the goals, policies, and actions of the Housing Element. |
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| LU-4.2 | Encourage innovative techniques for providing affordable housing resulting in an attractive product that will be an asset to the Tumwater community. |
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| 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) |
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| 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. |
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| LU-4.3.1 | Consider methods to provide sufficient land for manufactured housing in accordance with the Growth Management Act. |
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| 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 |
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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.

| <u>Policy</u> | <u>Action</u> |
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| LU-5.1 | Ensure coordination with the Transportation Element. |
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| LU-5.2 | Ensure coordination with the Thurston Regional Transportation Plan. |
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| 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) |
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| LU-5.3 | Ensure coordination with the Parks, Recreation, and Open Space Plan (Element). |
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| LU-5.4 | Established pedestrian and bicycle trail links with various parts of Tumwater and within the business area. |
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| LU-5.4.1 | Ensure coordination of the Land Use Element with the Parks, Recreation, and Open Space Plan (Element) and the Transportation Element. |
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- 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.

| <u>Policy</u> | <u>Action</u> |
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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.

| <u>Policy</u> | <u>Action</u> |
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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.

Policy Action

- 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 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.

| <u>Policy</u> | <u>Action</u> |
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| 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.

| <u>Policy</u> | <u>Action</u> |
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| 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.

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| <u>Policy</u> | <u>Action</u> |
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| LU-12.1 | Ensure coordination of the Land Use Element with Tumwater and Thurston County historic preservation programs. |
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| LU-12.2 | Make land use decisions that protect designated state and national landmarks listed by the State Office of Archaeology and Historic Preservation. |
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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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| <u>Policy</u> | <u>Action</u> |
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| 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. |
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| LU-13.2 | Coordinate protection of Olympia Regional Airport with Thurston County by developing consistent implementing regulations. |
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*(Pages 66-68 of the Comprehensive Plan Land Use Element)***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.

(Pages 37-39 of the Comprehensive Plan Land Use Element Neighborhood Appendix)

2.4 Brewery District

The Brewery District designation has been applied to the area identified on the Brewery Neighborhood Future Land Use Map and in Figure 3. The designation is based on the *Brewery District Plan* adopted by the City Council in 2014. A Brewery District Zone will be created that consists of seven subdistricts. Zone district design and development standards will transform the Brewery District over time from a largely auto-oriented commercial node, into a lively, walkable, and economically vibrant neighborhood center with a mixture of housing and neighborhood-serving businesses in accordance with the goals and objectives of the Brewery District Plan. Additionally, the Brewery District Zone is intended to provide for a mix of uses within the former brewery properties consistent with the Economic Development Element, *Strategic Plan*, and the *Final Report for the Community Visioning Project for the Former Olympia Brewery*.

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

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

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

Triangle. Given its proximity to surrounding residential neighborhoods and the former brewery properties, excellent transit service, and its visibility and access from Interstate 5 and major urban corridors, the Triangle has the potential to transform into a highly pedestrianized neighborhood center with a broad mixture of uses, including medium-density housing, and community-

serving commercial uses. New development in the Triangle should be a mixture of uses with buildings up to five stories in height. Active ground floor uses should be encouraged that engage the sidewalk, particularly along Cleveland Avenue “Main Street.”

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

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

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

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

consistent with the surrounding residential character. New development should be limited to a maximum height of three stories.

(Page 61 of the Comprehensive Plan Land Use Element Neighborhood Appendix)

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.

(Page 62 of the Comprehensive Plan Land Use Element Neighborhood Appendix)

4.8 Neighborhood Commercial

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

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

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

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

(Pages 68-71 of the Comprehensive Plan Land Use Element Neighborhood Appendix)

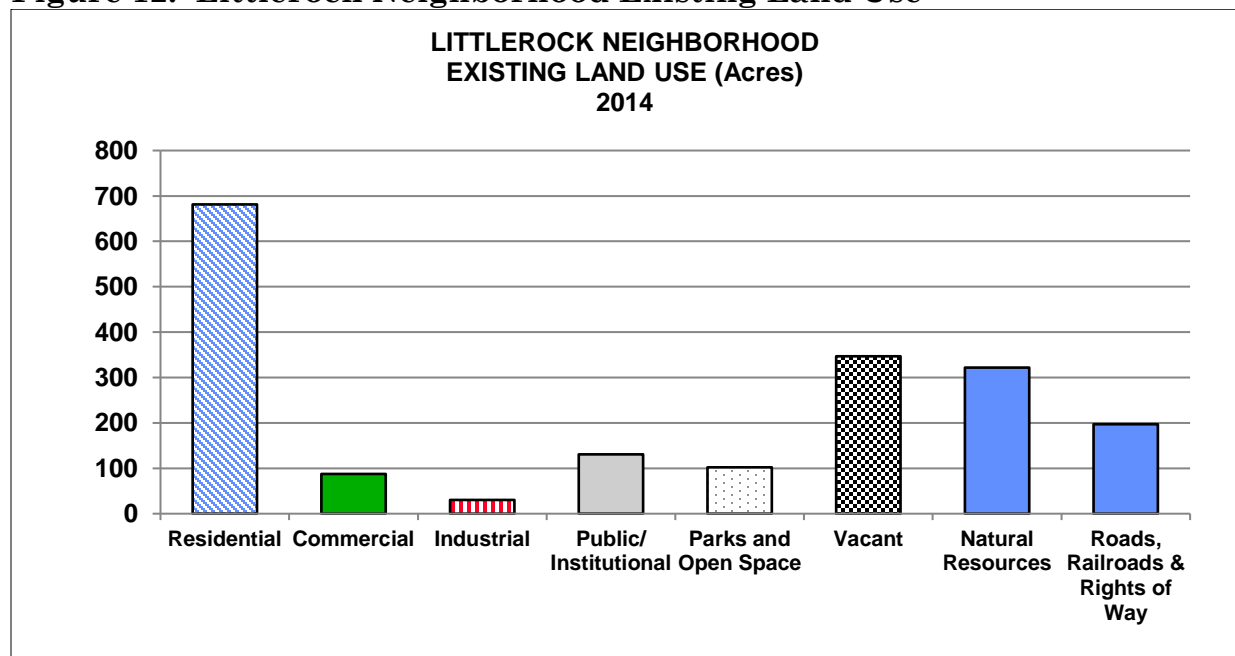
5.1 Introduction

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

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

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

Figure 12. Littlerock Neighborhood Existing Land Use



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

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

Littlerock Road, a minor arterial, serves as the major north-south transportation corridor in this neighborhood. Major east-west transportation routes include the 66th Avenue/70th Avenue corridor. 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 locate in the Tumwater Town Center. This bridge is identified as a part of Trail T8

in the Cities of Lacey, Olympia, and Tumwater Urban Trails Plan. The Parks, Recreation, and Open Space Plan (Element) includes the recommendations of this plan relating to this trail linkage. The Transportation Element identifies on-street linkages for trails in the Littlerock Neighborhood. The corridor along Bishop Street should be preserved for this trail linkage.

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

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

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

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

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

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

The vision for this area is to create a mixed use “village” atmosphere that is transit-oriented and pedestrian-friendly in the south/central portion of the subarea in the vicinity of the Israel Road/Littlerock Road intersection and along Littlerock Road south to Tumwater Boulevard, with commercial areas concentrated along I-5 to provide vibrant retail opportunities for Tumwater and surrounding residents.

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

The *Strategic Plan* should be referred to for additional specific goals for the eastern portion of the Littlerock Neighborhood.¹

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*
 - *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*

¹ See Action Strategy D on p.19 of the *Strategic Plan*

plan for a unique street plan

- *Consider adopting a street plan for the Subarea that includes east-west connector roads between Littlerock Road and Tyee Drive*
- *Consider adopting more specific building design guidelines for the Littlerock Road Subarea, consistent with possible adoption of a village-like area in the south/central portion of the Subarea*

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

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

5.1.2 Other Considerations

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

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

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

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

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

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

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

(Page 73 of the Comprehensive Plan Land Use Element Neighborhood Appendix)

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 Trosper Lake, these drainages lack sufficient stream flow to be under the protection of the Shoreline Management Act and, therefore, lack the special protection measures afforded by the Act.

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

(Pages 73-74 of the Comprehensive Plan Land Use Element Neighborhood Appendix)

5.3 Single Family Low Density Residential

Several areas within this neighborhood are suitable for the Single Family Low Density Residential designation because of existing development patterns and natural and physical constraints. The Single Family Low Density Residential designation best accomplishes the goals of preserving the existing neighborhoods while providing for development that is sensitive to the inherent limitations of the topography.

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

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

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

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

(Pages 74-75 of the Comprehensive Plan Land Use Element Neighborhood Appendix)

5.4 Single Family Medium Density Residential

The area along the south side of 70th Avenue west of Littlerock Road was once characterized by rural residential single-family development. However, within the last decade several hundred new single-family homes have been built in this area. The lots for these homes are relatively small and are consistent with the Single Family Medium Density designation. This area should remain residential in character, continuing to in-fill as densities increase over time. In order to maintain the residential atmosphere and provide a variety of affordable housing types, the Single Family Medium Density Residential designation is appropriate for this area.

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

The area designated Single Family 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.

(Pages 75-77 of the Comprehensive Plan Land Use Element Neighborhood Appendix)

5.5 Multi-Family Medium Density Residential

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

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

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

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

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

An area west of Littlerock Road near the Black Hills High School has also been designated Multi-Family Medium Density Residential. This is a portion of a large area under single ownership and known as the Doelman farm. This property extends from Littlerock Road west to the Burlington Northern railroad corridor and it has

received a mix of land use designations. These include Mixed Use, Multi-Family High and Medium Density, Single Family Low and Medium Density, Utilities and Public Institutional. In the past, this property has been a part of the Doelman dairy farming operation and it has been used primarily for growing feed and winter cattle storage. Land use designations have been assigned to this property with the purpose of creating a framework for the development of a mixed-use village, which would provide a variety of housing types close to needed services, such as commercial establishments, a high school, and a transit route along Littlerock Road.

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

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

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

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

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

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

(Pages 88-89 of the Comprehensive Plan Land Use Element Neighborhood Appendix)

6.2 Single Family Low Density Residential

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

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

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

(Page 95 of the Comprehensive Plan Land Use Element Neighborhood Appendix)

7.2 Single Family Medium Density Residential

The area south of Dennis Street and along 6th Avenue SW is a part of Tumwater's downtown neighborhood. This area forms a well-established and stable neighborhood in Tumwater. **This area should and will remain residential in character**, continuing to 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.

(Pages 97-105 of the Comprehensive Plan Land Use Element Neighborhood Appendix)

7.7 Tumwater Town Center

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

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

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

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

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

This plan is distinguished by nine elements:

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

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

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

Office – 45%

Retail – 40%

Residential – 15%

Mixed Use Policies:

- Consider use of incentives and zoning requirements for mixed-use developments that incorporate retail or office uses on the ground floor with services or housing on upper stories.
- New Market Street is designated as the main street for the Tumwater Town Center. Encourage retail uses along this street. Consideration should be given to adopting zoning code requirements for ground floor retail as a component of land development projects on New Market Street to promote development of a concentrated shopping area that serves as an activity, people oriented focus to the town center.

- Buildings should be oriented toward the street and other public spaces. Where a lot is adjacent to more than one street, and one of the streets is New Market Street, buildings should be oriented toward New Market Street. Building facades should provide visual interest to pedestrians. Street level windows, minimum building setbacks, on-street entrances, landscaping, and articulated walls should be encouraged.
- Encourage public and private sector cooperation in providing capital investment, such as parking and street improvements that contribute to encouraging new business to locate in the town center.
- Initiate a capital improvement strategy to implement pedestrian and street improvements, gateway and other beautification projects, and parks and other civic facilities in the town center. Refer to the action items identified in the *Tumwater Town Center Street Design Plan* as a starting point in developing such a strategy.
- Among the existing uses in this area are an underground petroleum pipeline and a United Parcel Service distribution facility and a fabrication and assembly facility. New zoning standards for the town center should allow the distribution, fabrication and assembly facilities to remain as conditional uses. Future additions or expansions of these facilities of up to 50% of the existing floor space should be allowed subject to design and development standards to ensure compatibility with the surrounding area.

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

Professional Office Policies

- Encourage retention, location, and expansion of professional, financial, and commercial office land uses for personal and business services.

- Provide opportunities for complementary retail uses within office structures.

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

Civic Policies

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

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

Residential Policies

- Encourage the development of housing in the Tumwater Town Center to support business activities and to increase the vitality of the area.
- Encourage a mix of housing choices to create variety in residential opportunity and to maintain a jobs/housing balance within the Tumwater Town Center, to make the town center a people place in the early morning, daytime and evening hours.
- Encourage a variety of well-designed housing styles.
- Apply development standards and guidelines to promote aesthetically pleasing, private, safe, and comfortable housing through design and open space.

2. **Density and Scale** – The area should consist of multi-story buildings that will define a new town center for Tumwater. The density should be greatest along New Market Street. Such density is needed to accommodate predicted future use demands and create the development pattern. Further, the density is desirable to create a critical mass of potential transit ridership.

3. **Architectural Character** – Creation of an urban character that is not rural or suburban is key. Buildings should front directly on designated main streets where possible. Overhangs and awnings could provide pedestrian protection and link individual buildings. Parking should not disrupt building activity and should be located unobtrusively. Design review guidelines and development standards have been developed for this area to facilitate its future development as a town center. These standards require urban features, such as wide sidewalks, zero setbacks and public plazas. Future development should be encouraged to install benches, kiosks and other street furniture to provide a unifying element and aid in developing the pedestrian scale of the area.
4. **Landscaping and Open Space** – A plaza, central square or commons should be provided as a gathering place in the Tumwater Town Center. Visual pedestrian features, e.g., fountains, sculptures and other focal points that will draw people to this type of facility should be considered. A centrally located site that could be re-developed as a plaza is the current City maintenance shop site located south of City Hall.

The Parks, Recreation, and Open Space Plan (Element) calls for a neighborhood park to be developed in a central location within the downtown area. The element specifically calls for this park to be oriented toward passive recreation. A potential site for a neighborhood park should be identified.

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

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

5. **Lighting and Signage** – Lighting and signage should provide a consistent and distinguishable character to the area. Architectural features and focal buildings will define primary destinations and access points. Signage and lighting should add to those features by providing

information, orientation, and safety. Of particular importance will be transit signage. Transit shelters and other facilities should be consistent with the **city center character** and meet the needs and standards of Intercity Transit. Lighting must not create any navigational hazards for the Olympia Regional Airport.

6. **Circulation** – The *Tumwater Town Center Street Design Plan* identifies locations, alignments, and streetscape designs for town center streets. This plan incorporates three types of streets: Main Street (New Market Street), Green Streets (71st and 73rd Avenues), and Connector Streets (additional north-south streets). The street plan provides for numerous multi-modal transportation connections into and through the area.

New Market Street and other north-south streets identified in the street plan should be extended to permit circulation route alternatives between Tumwater Boulevard and Israel Road; 71st and 73rd Avenues should be extended to provide east-west street connections linking the town center to Linderson Way to the west, and Cleanwater Lane and Capitol Boulevard to the east. Streets through the area in both north to south and east to west directions will encourage growth of retail services, housing and commercial/residential mixed-use projects. The streets should also enhance transit service alternatives and increase pedestrian activity. Walkways throughout the Tumwater Town Center should be wide and generous to provide pedestrian-friendly access and circulation.

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

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

and aesthetically pleasing. Utility improvements are envisioned to be concurrent with proposed development.

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

Main Street

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

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

East/West Green Streets

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

Connector Streets

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

Gateways

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

Streetscape Elements

Streetscape elements will provide both continuity and variety. Street lights as described in the Tumwater Town Center Street Design Plan, colored crosswalk pavements, concrete sidewalks, and standardized street furniture finished in Tumwater's signature dark green color will be the unifying elements. To provide variety, the main street will feature special accent pavements, small-scale street trees, raised planters, banners, and trellises. Contrasting informal landscaping and gently curving sidewalks will give the green streets a **more campus-like character**.

9. **Parking** – Parking alternatives should be explored. On-street parking should be accommodated in the Tumwater Town Center. The City should work with Intercity Transit to identify possible sites for the eventual construction of a transit center. One or more parking garages should be considered. Possible sites, funding options, and design features (e.g. first floor retail) should be evaluated. Development standards for surface parking lots and parking garages will be developed in the design review guidelines for the area. Several concepts the City should consider are provided below.
 - Limit the amount of street front surface parking lots, with no surface parking lots on New Market Street.
 - Limit curb cuts to minimize the apparent width of parking lots.
 - Adopt design guidelines that will apply to parking structures that face the street, unless such structures are located underground.
 - Require parking structures to be located behind building.
 - Allow parking structures to be located along the street if the ground floor is utilized for retail use.
 - Restrict surface parking lots on corners so that buildings are the

- dominant features of the intersection.
- Require parking facilities to be designed so that access is from an alley or from a street at locations that do not conflict with pedestrian circulation. Maximize on-street parking for customer short-term use to provide a pedestrian-friendly environment; develop standards for on-street parking areas.

(Pages 111-113 of the Comprehensive Plan Land Use Element Neighborhood Appendix)

8.3 Single Family Medium Density Residential

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

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

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

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

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

There are approximately 90 homes 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. 7th Avenue should be improved and connected between 65th 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 7th Avenue frontage to gated emergency access only. Additional recommendations for this area are contained within the *Capitol Boulevard Corridor Plan*.

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

Many of the single-family areas within the SE Capitol Boulevard Neighborhood will probably experience pressures for higher density in the future as the need for housing increases in this area of Tumwater 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.

(Page 129 of the Comprehensive Plan Land Use Element Neighborhood Appendix)

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 54th Avenue. This area includes a relatively large amount of sizeable wetlands associated with Fishpond Creek, which drains into Black Lake and Trosper Lake.

(Page 130 of the Comprehensive Plan Land Use Element Neighborhood Appendix)

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 Trooper 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.

(Pages 130-131 of the Comprehensive Plan Land Use Element Neighborhood Appendix)

10.5 Multi-Family Medium Density Residential

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

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

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

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

(Page 141 of the Comprehensive Plan Land Use Element Neighborhood Appendix)

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: 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 the area to be developed on sanitary sewer in order to protect Percival Creek itself and the groundwater in the area.

(Page 142 of the Comprehensive Plan Land Use Element Neighborhood Appendix)

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.

3. **Thurston Climate Mitigation Plan – Update greenhouse gas emission (GHG) targets in the Conservation Element to address HB 2311**

Summary

The proposal is a City sponsored review for potential amendments to the goals, policies, and actions in the Conservation Element of the Comprehensive Plan to address HB 2311 and support the City's acceptance of the *Thurston Climate Mitigation Plan*.

Proposal

1. Review the Comprehensive Plan Conservation Element to determine if amendments are needed to address HB 2311.

Sponsor

City of Tumwater

Background

The City Council placed the proposed Comprehensive Plan amendment on the 2022 Long Range Planning Work Program on January 18, 2022. The Planning Commission reviewed the preliminary docket and provided comments at their January 11, 2022 meeting. The Planning Commission recommended further review of the proposal on January 25, 2022, as part of the 2022 preliminary docket. On February 9, 2022, the General Government Committee reviewed the preliminary docket and forwarded it to the full City Council for review.

The City Council held a worksession on February 22, 2022 and recommended that the preliminary docket be placed on the City Council agenda for their March 1, 2022 meeting. On March 1, 2022, the City Council considered the Planning Commission's recommendation and the review by the General Government Committee and included the proposal in the 2022 annual Comprehensive Plan amendment preliminary docket to be reviewed by Community Development Department staff and presented later in 2022.

The City Council approved the final docket on March 1, 2022 for the 2022 annual Comprehensive Plan map and text amendments for further review. The Community Development Department staff reviewed the goals, policies, and actions and text in the Comprehensive Plan Conservation Element to determine if specific amendments were needed at this time.

Climate change is already affecting the Thurston region with such things as hotter summers, wildfire smoke, and flooding affecting health, homes, and businesses. Meeting the challenge of climate change will involve transforming the City and the larger Thurston region with participation from every segment of society. In addition, it will require a conversation about how the City can best enable and empower its

residents to build a future in which all parts of the community have the opportunity to thrive.

The *Sustainable Thurston Plan* adopted by the Thurston Regional Planning Council in 2013 and subsequently accepted by the cities of Lacey, Olympia, and Tumwater, set a goal for the Thurston region to move toward carbon neutrality, recommended supporting emissions reduction targets through 2050, and identified the creation of a regional climate action plan as a first action step.

The regional climate action plan consists of two parts:

1. The *Thurston Climate Adaptation Plan* adopted by the Thurston Regional Planning Council in January 2018; and
2. The *Thurston Climate Mitigation Plan* accepted by the City of Tumwater and Thurston County and the cities of Olympia and Lacey in January 2021.

Climate mitigation refers to strategies and actions that take heat-trapping greenhouse gases like carbon dioxide out of the atmosphere or prevent them from entering the atmosphere in the first place. The amount of greenhouse gases emitted is directly related to how warm the planet will get. The more emissions produced the more severe and damaging the climate change impacts.

Reducing or mitigating emissions locally will help to limit the amount of warming experienced globally and will result in fewer negative impacts on the City and Thurston region. Reducing emissions can help protect the health and safety of the City residents and the Thurston region's infrastructure.

The sources of greenhouse gas emissions in Thurston County include:

- **Buildings and energy**, including electricity and natural gas consumption. (57% of the total)
- **Transportation and land use**, including vehicle travel and fuel consumption. (32% of the total)
- **Waste and wastewater**, including solid waste management and wastewater treatment. (5% of the total)
- **Agriculture and forests**, including animal farming and land fertilization. (2% of the total)

- **Other sources**, such as refrigerant use, street lighting, and deforestation. (4% of the total)

Currently, the majority of the Thurston region's contributions to climate change come from powering, heating, and cooling its buildings and driving vehicles. The built environment and transportation account for 89 percent of the county's total emissions. Emissions related to solid waste disposal, wastewater treatment, agriculture and land use, and refrigerant leakage also contribute to Thurston County's total, but a much smaller portion.

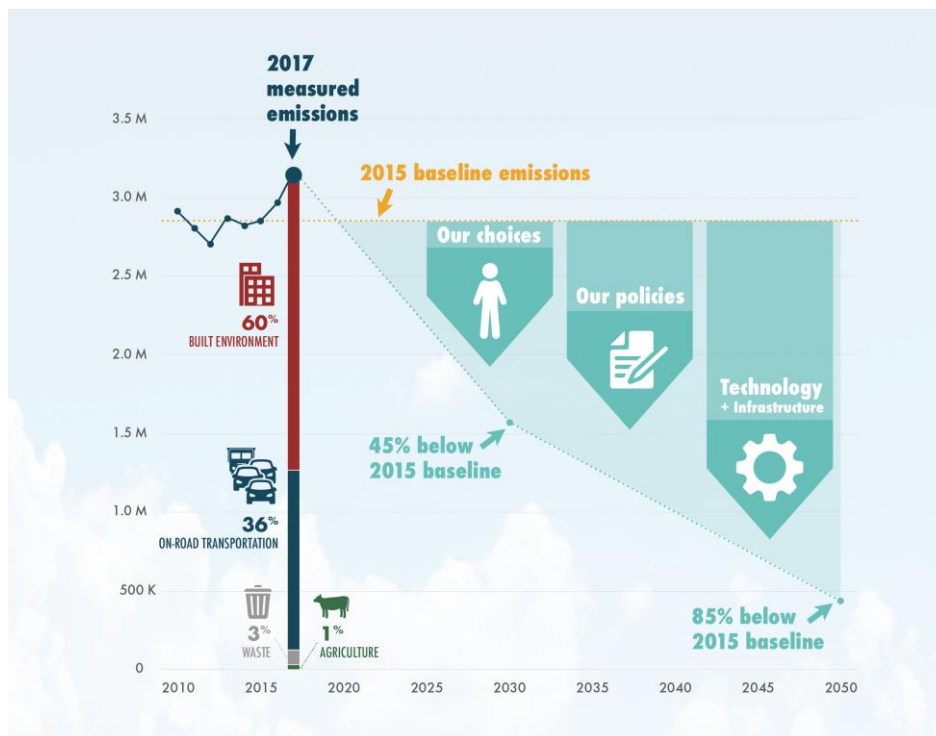


Figure 4. *Thurston Climate Mitigation Plan* Greenhouse Emissions Reduction Targets.

While population growth accounts for some recent increases, it cannot explain it all. While the population of Thurston County increased 3.6 percent since the 2015 baseline year, per-capita emissions increased nearly eight percent over the same period.

The *Thurston Climate Mitigation Plan* includes strategies and actions the City can take to make measurable progress toward greenhouse gas emission reduction goals, while maintaining, and potentially improving, the quality of life in the region. The primary focus of the Plan is to identify strategies and actions that will enable the City and the Thurston region to work collectively to minimize the causes of climate change.

To that end, in 2018 all four jurisdictions adopted the shared emissions reduction targets below.

Emissions Reduction Targets

Reduce net communitywide greenhouse gas emissions 45% below 2015 levels by 2030 and 85% below 2015 levels by 2050 to ensure that our community does its part to keep the global average temperature from rising more than 2° Celsius (3.6°) above historic levels.

As part of the 2019 Comprehensive Plan map and text amendments, the City Council adopted the following policy in the Conservation Element of the Comprehensive Plan:

Conservation Element Policy C-1.6: *Reduce communitywide greenhouse gas emissions 45 percent below 2015 levels by 2030 and 85 percent below 2015 levels by 2050 to ensure that local communities do their part to keep the global average temperature from rising more than 2°C.*

The state adopted HB 2311 on June 11, 2020, which updated the states emissions goals for consistency with the most recent assessment of climate change science. HB 2311 updated RCW 70.235.020 to reflect new emission reduction targets from 1990 levels to new levels for 2020, 2030, and 2050.

The state new targets with HB 2311 are:

- 2020 - reduce to 1990 levels
- 2030 - 45% below 1990 levels
- 2040 - 70% below 1990 levels
- 2050 - 95% below 1990 levels and achieve net zero emissions

When the targets for the *Thurston Climate Mitigation Plan* were proposed in 2019, the goals of the plan were more ambitious than the state, but now they are not. If HB 1099 had passed last session, Comprehensive Plans would have been required to include a climate change element consistent with the state target, and the City likely would have been looking at an amendment to the *Thurston Climate Mitigation Plan* target to go to net zero by 2050. Since that bill did not pass, these updates are discretionary. Some jurisdictions are choosing to use the state goals in their periodic updates, and the guidance under development by the Washington State Department of Commerce will be focused on the state target.

Comprehensive Plan Review

Community Development Department staff reviewed the Conservation Element of the Comprehensive Plan and identified the following Conservation Element

2022 Comprehensive Plan Map and Text Amendments and Corresponding Rezones
Final Docket (Ordinance No. O2022-003)

Comprehensive Plan policies that support the implementation of the *Thurston Climate Mitigation Plan*:

Conservation Element Policy C-1.6: *Reduce communitywide greenhouse gas emissions 45 percent below 2015 levels by 2030 and 85 percent below 2015 levels by 2050 to ensure that local communities do their part to keep the global average temperature from rising more than 2°C.*

Conservation Element Policy C-1.7: *Implement the strategies contained in the most recent version of the accepted Thurston Climate Mitigation Plan.*

Staff Conclusions

1. Community Development Department staff reviewed the potential for including amendments to the Comprehensive Plan in the 2022 Comprehensive Plan text amendment process.
2. The City's current emission reduction targets are from the *Thurston Climate Mitigation Plan* and they were adopted into the Conservation Element of the Comprehensive Plan in 2021.
3. The City's current emission reduction targets used 2015 as a baseline, while HB 2311 used 1990. Translating the 1990 baseline to the 2015 baseline is complicated.
4. There currently are regional discussions about pursuing changes to the Countywide Planning Policies to include climate-focused policies that are more explicit, as well as amendments to the *Thurston Climate Mitigation Plan*.
5. Based on the above review and analysis, Community Development Department staff concludes that any substantial amendments to the Comprehensive Plan to address the requirements of HB 2311 should be included in the required eight-year Comprehensive Plan update process that will start in the fall of 2022.

Staff Recommendation

1. Community Development Department staff recommends that no amendments to the Comprehensive Plan to address the requirements of HB 2311 be done at this time.
2. Community Development Department staff recommends that amendments to address HB 2311 be part of the larger review and update of the next Washington State Growth Management Act required Comprehensive Plan update that will start in the fall of 2022 that is due June 2025.

4. Essential Public Facilities Amendments

Summary

The proposal is a City sponsored review of the potential for amendments to the goals, policies, and actions in the Lands for Public Purposes Element of the Comprehensive Plan and TMC Title 18 *Zoning* to allow an expansion of the area in the City that would allow for essential public facilities such as inpatient facilities including substance abuse facilities. These essential public facilities uses include, but not limited to, intensive inpatient facilities, long-term residential drug treatment facilities, and recovery house facilities.

Proposal

1. Review the Comprehensive Plan Lands for Public Purposes Element and TMC Title 18 *Zoning* to determine if amendments are needed to address essential public facilities such as inpatient facilities in the City.

Sponsor

City of Tumwater

Background

The City Council placed the proposed Comprehensive Plan amendment and rezone on the 2022 Long Range Planning Work Program on January 18, 2022. The Planning Commission reviewed the preliminary docket and provided comments at their January 11, 2022 meeting. The Planning Commission recommended further review of the proposal on January 25, 2022, as part of the 2022 preliminary docket. On February 9, 2022, the General Government Committee reviewed the preliminary docket and forwarded it to the full City Council for review.

The City Council held a worksession on February 22, 2022 and recommended that the preliminary docket be placed on the City Council agenda for their March 1, 2022 meeting. On March 1, 2022, the City Council considered the Planning Commission's recommendation and the review by the General Government Committee and included the proposal in the 2022 annual Comprehensive Plan amendment preliminary docket to be reviewed by Community Development Department staff and presented later in 2022.

The City Council approved the final docket on March 1, 2022 for the 2022 annual Comprehensive Plan map and text amendments for further review. The Community Development Department staff reviewed the goals, policies, and actions and text in the Comprehensive Plan Lands for Public Purposes Elements to determine what specific amendments were needed to address essential public facilities such as Inpatient facilities including substance abuse facilities (including but not limited to: intensive inpatient facilities; long-term residential drug treatment facilities; recovery house facilities).

The potential amendments are in response to the possible expansion of an existing nonconforming inpatient facility use in the City. Community Development Department staff reviewed the potential for amendments to the Lands for Public Purposes Element of the Comprehensive Plan and to TMC Chapter 18.56 *Conditional Use Permits*. Such amendments would be needed to address essential public facilities such as inpatient facilities including substance abuse facilities, including but not limited to: intensive inpatient facilities, long-term residential drug treatment facilities, and recovery house facilities.

Chapter 3 of the Lands for Public Purposes Element of the Comprehensive Plan contains the discussion of the essential public facilities. The discussion is similar to the language in TMC Chapter 18.56 *Conditional Use Permits*, so if amendments were proposed to Chapter 3 of the Lands for Public Purposes Element, they would need to be reflected in TMC Chapter 18.56. The goals, policies, and actions of the Land Use and Lands for Public Purposes Elements are silent on essential public facilities.

“Inpatient facilities including substance abuse facilities” have an Essential Public Facility Code of “F”. Such uses are allowed in the Multi-Family Medium Density Residential (MFM), Multi-Family High Density Residential (MFH), Mixed Use (MU), Capitol Boulevard Community (CBC), Neighborhood Commercial (NC), and General Commercial (GC) land use designations as a conditional use.

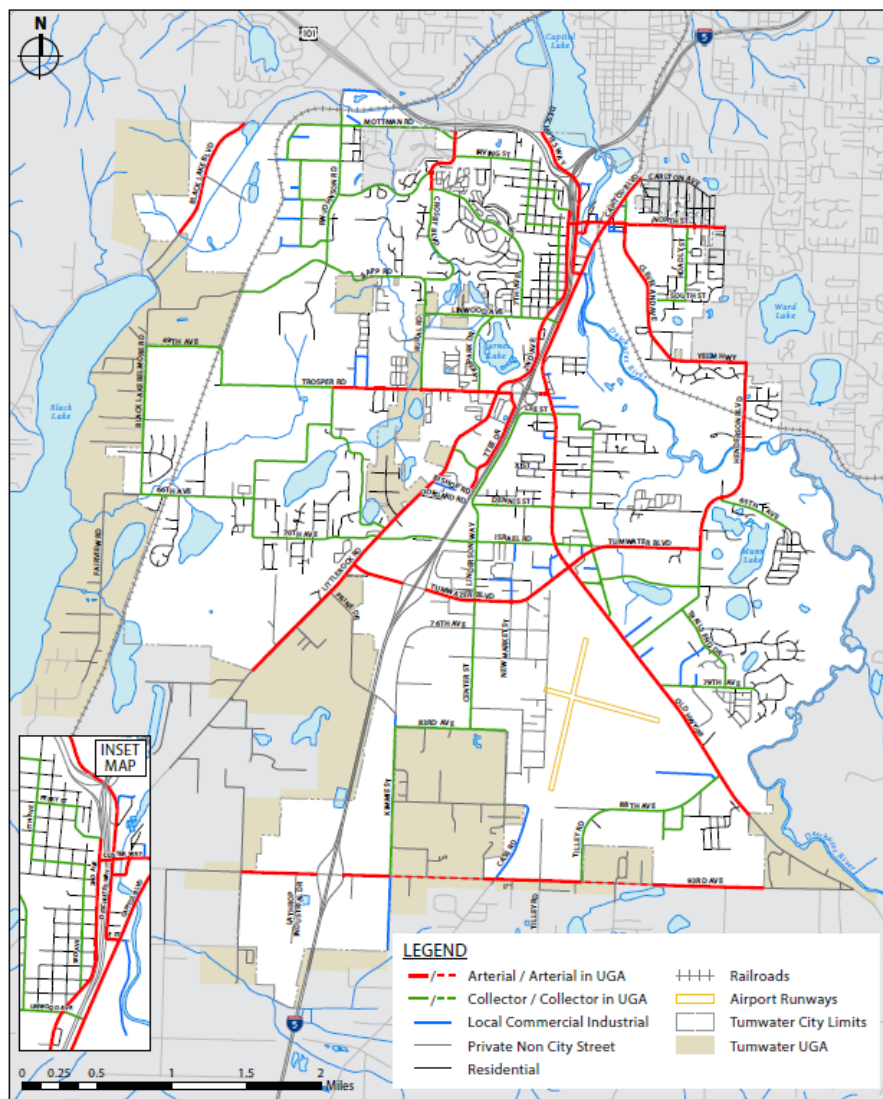
Chapter TMC 18.56 Conditional Use Permits includes the regulations that govern essential public facilities. “Inpatient facilities including substance abuse facilities” have an Essential Public Facility Code of “F”. Such uses are allowed in the Multifamily Medium Density Residential (MFM), Multifamily High Density Residential (MFH), Mixed Use (MU), Capitol Boulevard Community (CBC), Neighborhood Commercial (NC), and General Commercial (GC) zone districts as a conditional use.

The regulations are similar to the language in the Lands for Public Purposes Element, so if amendments were proposed to TMC Chapter 18.56 they would need to be reflected in Chapter 3 of the Lands for Public Purposes Element. Proposed amendments to TMC 18.56.140 “E” Uses would need to be addressed at the same time as the Comprehensive Plan amendments through another ordinance.

Community Development Department staff considered four potential kinds of amendments to allow for an expansion of where essential public facilities such as inpatient facilities could be allowed in the City:

1. Process a Comprehensive Plan Map Amendment and Associate Rezone for the subject properties.

2. Amend the Comprehensive Plan and TMC Title 18 *Zoning* to allow the proposed use in the Single Family Low Density Residential (SFL) land use designation and zone district.
3. Create an Overlay Zone that would allow the proposed use in a limited area of the City.
4. Creating a Citywide Overlay Zone that would allow the proposed use along arterials as defined by the City's Transportation Plan. See Figure 6 below.



CITY OF TUMWATER
Transportation Master Plan

Figure 2
Roadway Functional Classification

Figure 5. Roadway Functional Classification

Comprehensive Plan Review

Community Development Department staff reviewed the Comprehensive Plan Lands for Public Purposes Element. The goals, policies, and actions of the Land Use and Lands for Public Purposes Elements are silent on essential public facilities.

Zoning Code Review

Community Development Department staff reviewed the essential public facilities regulations found in TMC 18.56.140 “E” Uses for consistency with the proposed Comprehensive Plan text amendments.

Staff Conclusions

1. Community Development Department staff reviewed the potential for including amendments to the Comprehensive Plan in the 2022 Comprehensive Plan text amendment process with the input of the Planning Commission.
2. Community Development Department staff reviewed the four potential kinds of amendments that could be required to allow for the potential expansion of an essential public facilities such as inpatient facilities including substance abuse facilities uses and concluded that there was not sufficient Community Development Department staff resources available this year to adequately evaluate the potential impacts and conduct the appropriate level of public engagement.
3. Based on the above review and analysis, Community Development Department staff concludes that any substantial amendments to the Comprehensive Plan to address the potential expansion of an essential public facilities such as inpatient facilities including substance abuse facilities uses in the City should be included in the required eight-year Comprehensive Plan update process that will start in the fall of 2022.

Staff Recommendation

1. Community Development Department staff recommends that no amendments to the Comprehensive Plan to address the requirements of HB 2311 at this time.
2. Community Development Department staff recommends that amendments to the Lands for Public Purposes Element of the Comprehensive Plan and to TMC Chapter 18.56 *Conditional Use Permits* be considered as part of the next Washington State Growth Management Act required Comprehensive Plan update that will start in the fall of 2022 that is due June 2025.

5. Comprehensive Plan Map Amendment and Corresponding Rezone to Change Triangle West of the Dennis Street SW and Linderson Way SW Intersection

Summary

The City is proposing a Comprehensive Plan map amendment and corresponding rezone for an approximately 0.30-acre portion of one parcel that totals 5.73-acres located at 6501 Linderson Way SW at the western corners of Linderson Way SW and Dennis Street SW (Portion of Thurston County Assessor Parcel Number 1270-32-40303). The City's proposal is to change the current Single Family Medium Density Residential (SFM) Comprehensive Plan map designation of the parcels to Multi-Family High Density Residential (MFH).

Proposal

1. Amend the City-Wide Land Use Map to change the current Comprehensive Plan land use map designation of the property from Single Family Medium Density Residential (SFM) to Multi-Family High Density Residential (MFH).
2. Amend the City-Wide Zoning Map to change the current zone district of the property from Single-Family Medium Density Residential (SFM) to Multifamily High Density Residential (MFH).

Sponsor

City of Tumwater

Location

6501 Linderson Way SW at the western corners of Linderson Way SW and Dennis Street SW

Parcel Number

Portion of Thurston County Assessor Parcel Number 1270-32-40303

Property Size

Part of 5.73-acre parcel, approximately 0.30-acres

Current Comprehensive Plan City-Wide Land Use Map Designation

The current land use designation for the proposed amendment area is Single Family Medium Density Residential (SFM). See Appendix 5.1 – *Maps* for the current Comprehensive Plan City-Wide Land Use Map (Map 5A).

Surrounding Land Use Map Designations, Zone Districts, and Existing Land Uses

North

Land Use Map Designation: Interstate 5

Zone District: Interstate 5

Current Land Use: Interstate 5

East

Land Use Map Designation: Single Family Medium Density Residential (SFM)

Zone District: Single-Family Medium Density Residential (SFM)

Current Land Use: Linderson Way SW, Dennis Street SW, and single-family dwellings

South

Land Use Map Designation: Multi-Family High Density Residential (MFH)

Zone District: Multifamily High Density Residential (MFH)

Current Land Use: Multifamily development

West

Land Use Map Designation: Interstate 5

Zone District: Interstate 5

Current Land Use: Interstate 5

Constraints/Environmental Issues

The proposed amendment area does contain the “more preferred” soils for the protected Mazama Pocket Gopher, so critical area site analyses would need to be completed before future development could occur.

Background

In 2019, Community Development Department Permit Division staff proposed a cleanup of the City-Wide Land Use Map and City-Wide Zoning Map. Figure 8 below contains a portion of the 1984 Zoning Map. Linderson Way SW used to run along the freeway all the way to Israel Road. When the road location was changed, the zone district was not changed

The City Council placed the proposed Comprehensive Plan amendment on the 2022 Long Range Planning Work Program on January 18, 2022. The Planning Commission reviewed the preliminary docket and provided comments at their

January 11, 2022 meeting. The Planning Commission recommended further review of the proposal on January 25, 2022, as part of the 2022 preliminary docket. On February 9, 2022, the General Government Committee reviewed the preliminary docket and forwarded it to the full City Council for review.

The City Council held a worksession on February 22, 2022 and recommended that the preliminary docket be placed on the City Council agenda for their March 1, 2022 meeting. On March 1, 2022, the City Council considered the Planning Commission's recommendation and the review by the General Government Committee and included the proposal in the 2022 annual Comprehensive Plan amendment preliminary docket to be reviewed by Community Development Department staff and presented later in 2022.

After the City Council approved the final docket on March 1, 2022 for the 2022 annual Comprehensive Plan map and text amendments, Community Development Department staff reviewed the amendment and prepared the staff report with a recommendation.

Approval of the amendment would result in a Comprehensive Plan map amendment that would change the proposed amendment area from the Single Family Medium Density Residential (SFM) Comprehensive Plan map designation to the Multi-Family High Density Residential (MFH) Comprehensive Plan map designation. The corresponding rezone would change the proposed amendment area from the Single-Family Medium Density Residential (SFM) zone district to the Multifamily High Density Residential (MFH) zone district.

Review and Approval Criteria

Comprehensive Plan map amendments are subject to the criteria below from Tumwater Municipal Code (TMC) 18.60.025(B):

1. *All amendments to the comprehensive plan must conform with the requirements of the Washington State Growth Management Act, Chapter 36.70A RCW, and all amendments for permanent changes to the comprehensive plan must be submitted to the Washington State Department of Commerce, pursuant to RCW 36.70A.106.*

The proposed amendment being considered is in accordance with the City's annual Comprehensive Plan amendment process, as required by RCW 36.70A. If the amendment is approved by the City Council, the proposed amendment will be submitted to the Washington State Department of Commerce pursuant to RCW 36.70A.106.

The proposed Comprehensive Plan map amendment and corresponding rezone meet the fourteen goals of the Washington State Growth Management Act as follows:

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

The proposed amendment occurs near the central urban area of the City 0.25 miles from the Intercity Transit 12 West Tumwater and 13 East Tumwater lines. Utilities including sewer and water are in the immediate vicinity. The site is close to services. The proposed amendment could provide more housing in close proximity to services and jobs.

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

The proposed amendment is consistent with this goal, as it would allow for residential uses in close proximity to jobs and services. The requested Multi-Family High Density Residential (MFH) land use designation and zone district is the most intense multifamily designation and zone district in the City at 14 to 29 dwellings per acre.

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

Linderson Way SW and Dennis Street SW are designated collectors in the City's Transportation Plan. Future development of the site would trigger frontage improvements. The location is good for higher intensity residential uses because of its connectivity for multimodal transportation options.

- (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 proposed Comprehensive Plan map amendment and corresponding rezone would allow for an enhancement in the variety of housing stock in the City. Additionally, Chapter 4 of the Land Use Element of the Comprehensive Plan on page 76 states that

"...as population increases in the Thurston County area and housing costs become increasingly more expensive due to land and construction cost, it is likely that a larger market for higher density development will occur."

The proposal is a Comprehensive Plan map amendment from Single Family Medium Density Residential (SFM) to Multi-Family High Density Residential (MFH) and a corresponding rezone from Single-Family Medium Density Residential (SFM) to Multifamily High Density Residential (MFH). The proposal would allow for more intense residential uses, which is consistent with this goal.

- (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.*

A change in land use designation and zone district would allow the proposed amendment area to be developed with a wider range of more intense residential uses as compared to the current Single Family Medium Density Residential (SFM) land use designation. Generally, businesses need residential uses in close proximity in order to survive. The proposal provides an increase in multifamily residential uses in close proximity to business centers, which is consistent with the goal.

- (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 proposal does not require any taking of private property.

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

The proposed Comprehensive Plan map amendment and corresponding rezone is being considered as a part of the City's annual Comprehensive Plan amendment review.

- (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.*

Neither the proposed amendment area nor any of the properties in the vicinity are designated for natural resources.

- (9) *Open space and recreation. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.*

The proposed amendment area is not designated for open space and recreation. Future development of the proposed amendment area would need to comply with all development regulations that pertain to open space and parks requirements.

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

Any future development would need to comply with all the applicable environmental regulations.

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

All property owners within 300 feet of the exterior boundaries of the proposed amendment area were notified about the application by letter on July 27, 2022. All property owners within 300 feet of the exterior boundaries of the proposed amendment area and all interested agencies and jurisdictions will be receiving a separate notification about the public hearing for the proposal. In addition, City residents and all interested parties, agencies and jurisdictions will be notified about the application and the public hearing for the proposal as part of the

proposed 2022 Comprehensive Plan map amendment and rezone process.

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

The City provides sewer and water service to the proposed amendment area. Streets in the general vicinity are operating within the expected levels of service. Future development of the proposed amendment area would likely require a traffic study and mitigation of the impacts, as well as proof of adequate water and sewer service

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

The proposed amendment area is not the site of known historical or archaeological significance.

- (14) *Shorelines of the state.*

The proposed amendment area is not located within 200 feet of any shoreline of the state.

2. *Text amendments and site-specific rezone applications should be evaluated for internal consistency with the comprehensive plan, and for consistency with the county-wide planning policies, related plans, and the comprehensive plan of Thurston County or cities which have common borders with Tumwater.*

The proposed Comprehensive Plan map amendment and corresponding rezone is consistent with the Comprehensive Plan, including the Land Use and Housing Elements. The Comprehensive Plan is consistent with the Thurston County-Wide Planning Policies and the goals of Sustainable Thurston.

The applicable goals of the Land Use Element of the Comprehensive Plan are as follows:

Land Use Element Goal LU-2 states:

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.

The proposal would allow for future urban infill development in an area with existing services. The proposed amendment area is within close proximity to a school, jobs, as well as other retail and service providers north of the property.

Land Use Element Goal LU-3 states:

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

City sewer and water service are available in the immediate vicinity of the proposed amendment area.

Land Use Element Goal LU-4 states:

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

The proposal would change the current land use designation of the proposed amendment area from Single Family Medium Density Residential (SFM) to Multi-Family High Density Residential (MFH) and a corresponding rezone from Single-Family Medium Density Residential (SFM) to Multifamily High Density Residential (MFH)), which is the most intense multifamily designation in the City. If the proposed amendment area was developed as Multi-Family Medium Density Residential (MFM), it could help to provide additional housing diversity for a range of lifestyles, incomes, abilities, and ages.

Land Use Element Goal LU-5 states:

Ensure development patterns encourage efficient multimodal transportation systems coordinated with regional, City, and county transportation plans.

The proposed amendment area is near jobs and services. Bike paths and wide shoulders exist between the proposed amendment area and the aforementioned job locations.

Land Use Element Goal LU-6 states:

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

The proposed amendment area is not located within a 100-year floodplain. At the time of the future development of the proposed amendment area, the Public Works Department would review the stormwater management system, in order to protect and preserve the groundwater and reduce impacts from flooding.

Land Use Element Goal LU-11 states:

Ensure new and existing development is energy efficient.

All new development in the City must meet the Washington State Energy Code.

The applicable goals of the Housing Element of the Comprehensive Plan are as follows:

Housing Element Goal H-5 states:

To supply sufficient, safe, suitable housing sites and housing supply to meet projected future housing needs for Tumwater over the next 20 years.

Housing Element Goal H-6 states:

To promote a selection of housing that is decent, safe, and sound, in close proximity to jobs and daily activities, and varies by location, type, design, and price.

The proposal meets the intent of both Goals 5 and 6 since it would allow for higher density multifamily residential development within walking distance of services, retail, and jobs.

Housing Element Goal H-12 states:

To encourage urban growth within the city limits with gradual phasing outward from the urban core.

The proposal meets the intent of the goal. The proposed amendment is consistent with the goal because the proposed amendment area contains vacant property located within close proximity to a core urban area of the City.

3. *Whether conditions in the area for which comprehensive plan change/zoning amendment is requested have changed or are changing to such a degree that it is in the public interest to encourage a change in land use for the area.*

The conditions in the area for which the proposed Comprehensive Plan map amendment and corresponding rezone covers has changed to a degree that it

is in the public interest to support an amendment to the current land use designation and zone district for the area.

Since the property was originally designated Single Family Medium Density Residential (SFM), there has been high degree of interest in higher intensity development in the area.

4. *Whether the proposed comprehensive plan zoning amendment is necessary in order to provide land for a community-related use which was not anticipated at the time of adoption of the comprehensive plan.*

The criterion does not apply.

Staff Conclusions

1. The proposal meets the review and approval criteria found in TMC 18.60.025(B).
2. The proposed Comprehensive Plan map amendment and corresponding rezone are consistent with the goals of the Washington State Growth Management Act.
3. The proposed Comprehensive Plan map amendment and corresponding rezone are consistent with Goals LU-2, LU-3, LU-4, LU-5, LU-6, and LU-11 of the Land Use Element of the Comprehensive Plan.
4. The proposed Comprehensive Plan map amendment and corresponding rezone are consistent with Goals H-5, H-6, and H-12 of the Housing Element of the Comprehensive Plan.
5. The potential impacts of the proposed Comprehensive Plan amendment has been considered together with the other amendments in the 2022 annual Comprehensive Plan amendment final docket with the criteria found in TMC 18.60.025(B) and proposed amendments do not create any inconsistencies when evaluated together.
6. Based on the above review and analysis, Community Development Department staff concludes that the proposed Comprehensive Plan map amendment and corresponding rezone are consistent with the requirements of the Washington State Growth Management Act, Thurston County-Wide Planning Policies, the goals of Sustainable Thurston, and the Comprehensive Plan.

Staff Recommendation

Community Development Department staff recommends approval of the proposed Comprehensive Plan map amendment from Single Family Medium Density Residential (SFM) to Multi-Family High Density Residential (MFH) and a corresponding rezone from Single-Family Medium Density Residential (SFM) to Multifamily High Density Residential (MFH) as shown in the Appendix 5.2 – *Proposed Map Amendments*.

Effects of the Proposed Amendment

The proposed Comprehensive Plan map amendment and corresponding rezone would necessitate changes to the City-Wide Land Use Map in the Comprehensive Plan (Map 5C), the Littlerock Neighborhood Future Land Use Map in the Comprehensive Plan (Map 5D), the SE Capitol Boulevard Neighborhood Future Land Use Map in the Comprehensive Plan (Map 5D), and the City-Wide Zoning Map (Map 5F) as shown in in Appendix 5.2 – *Proposed Map Amendments* and Ordinance No. O2022-003.

Maps

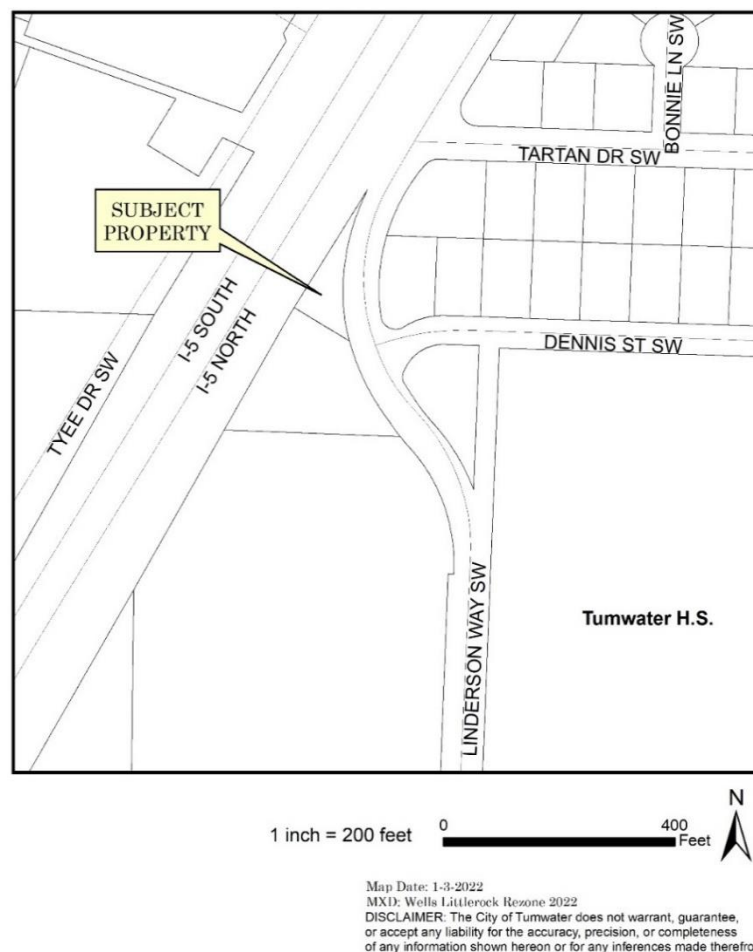


Figure 6. Dennis and Linderson Triangle Parcels and Ownership

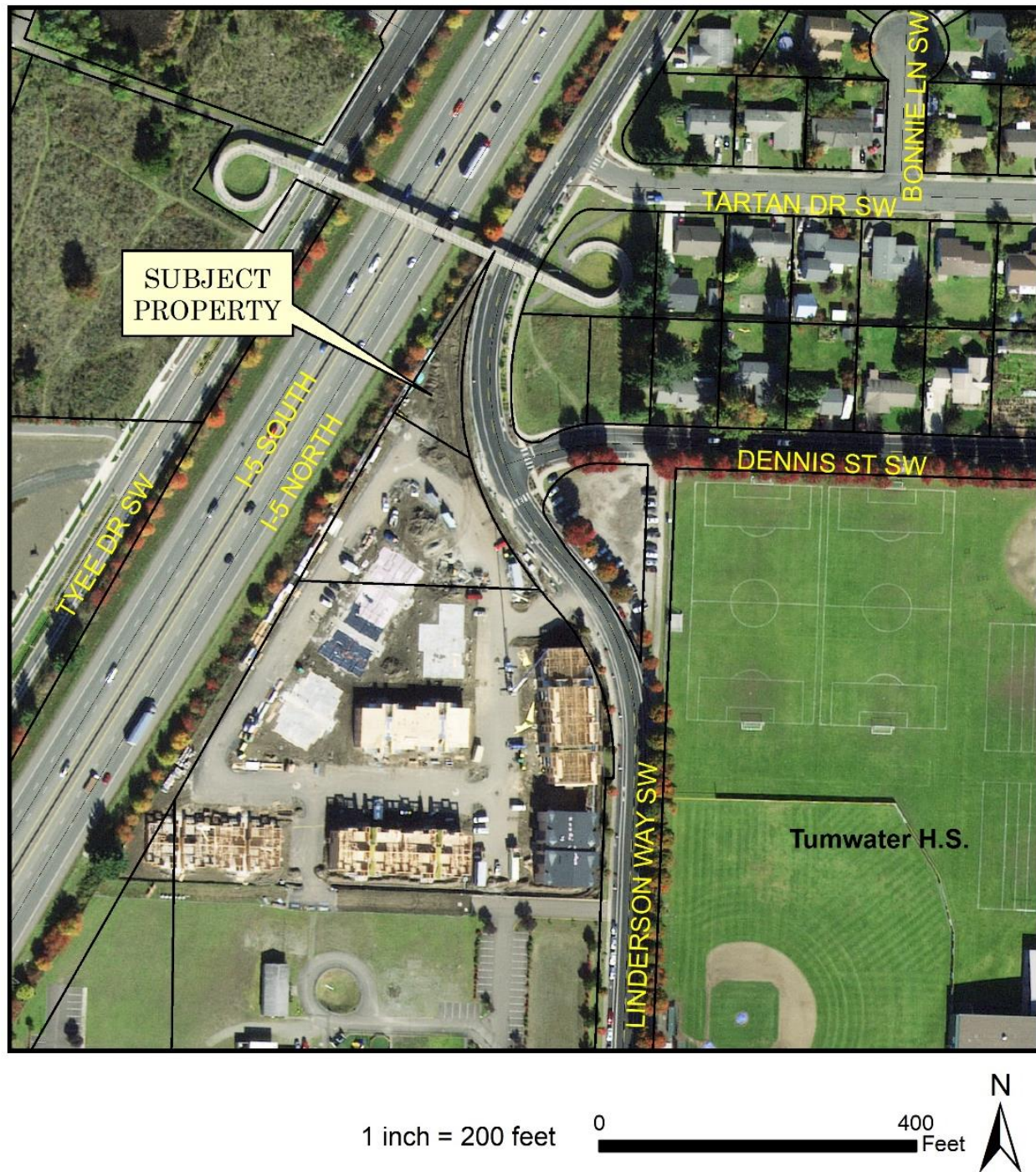
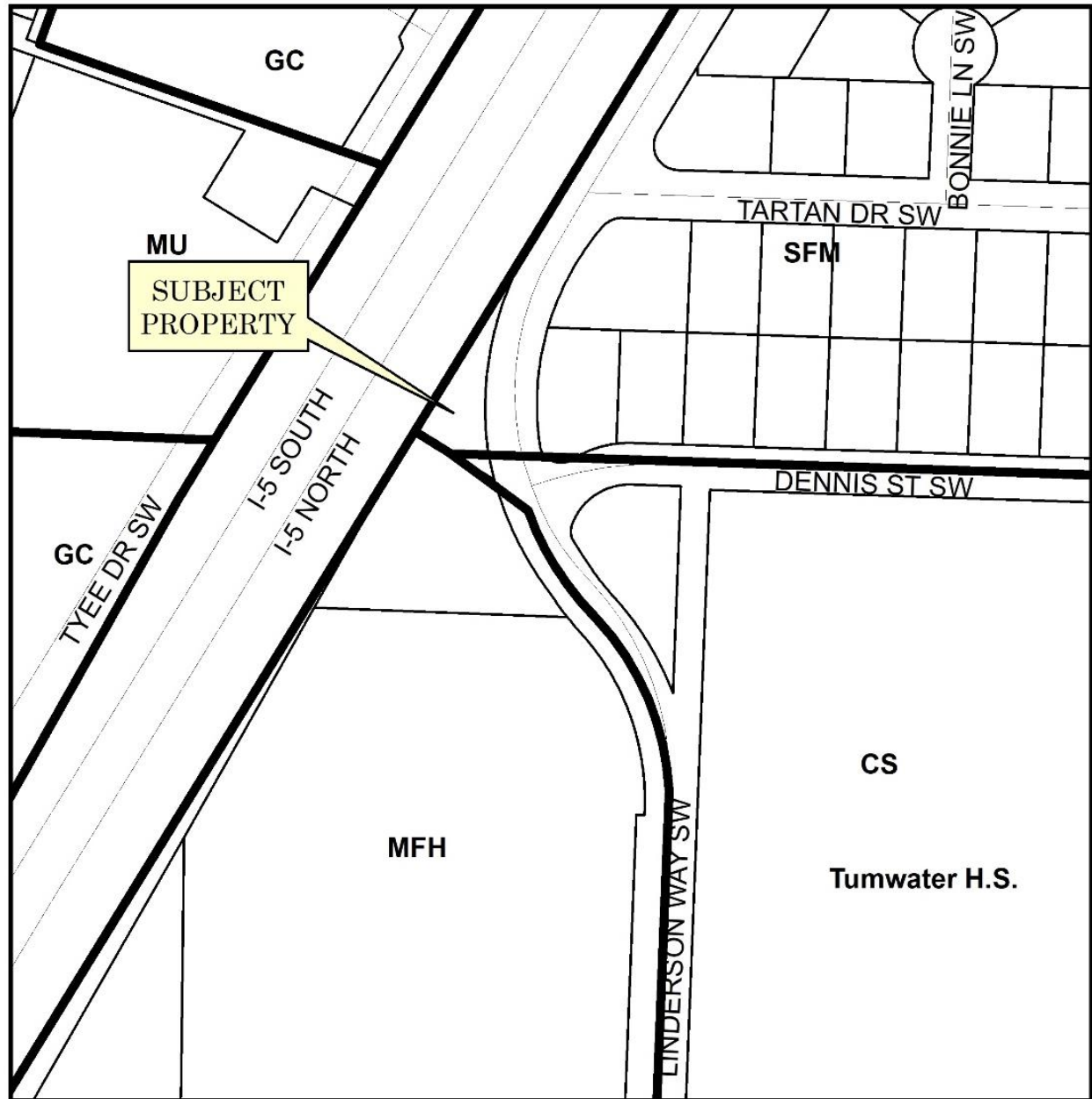


Figure 7. Dennis and Linderson Triangle 2019 Aerial

**Designations****CS** Community Services**MU** Mixed Use**MFH** Multi Family High Density (14-29/acre)**SFM** Single Family Medium Density (6-9/acre)

1 inch = 200 feet

0 400 Feet



Map Date: 1-3-2022

MXD: Wells Littlerock Rezone 2022

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.

Figure 8. Dennis and Linderson Triangle Zoning

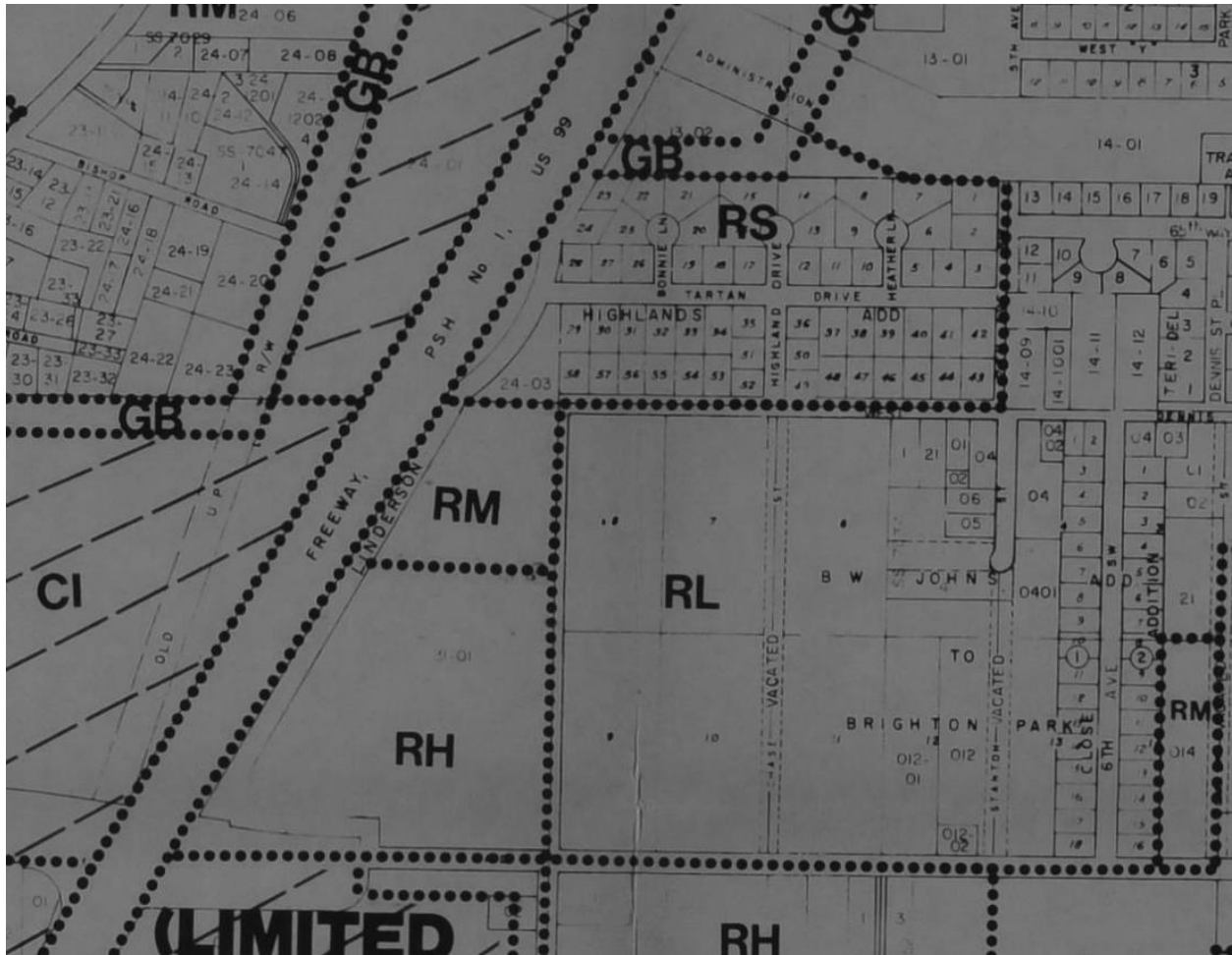
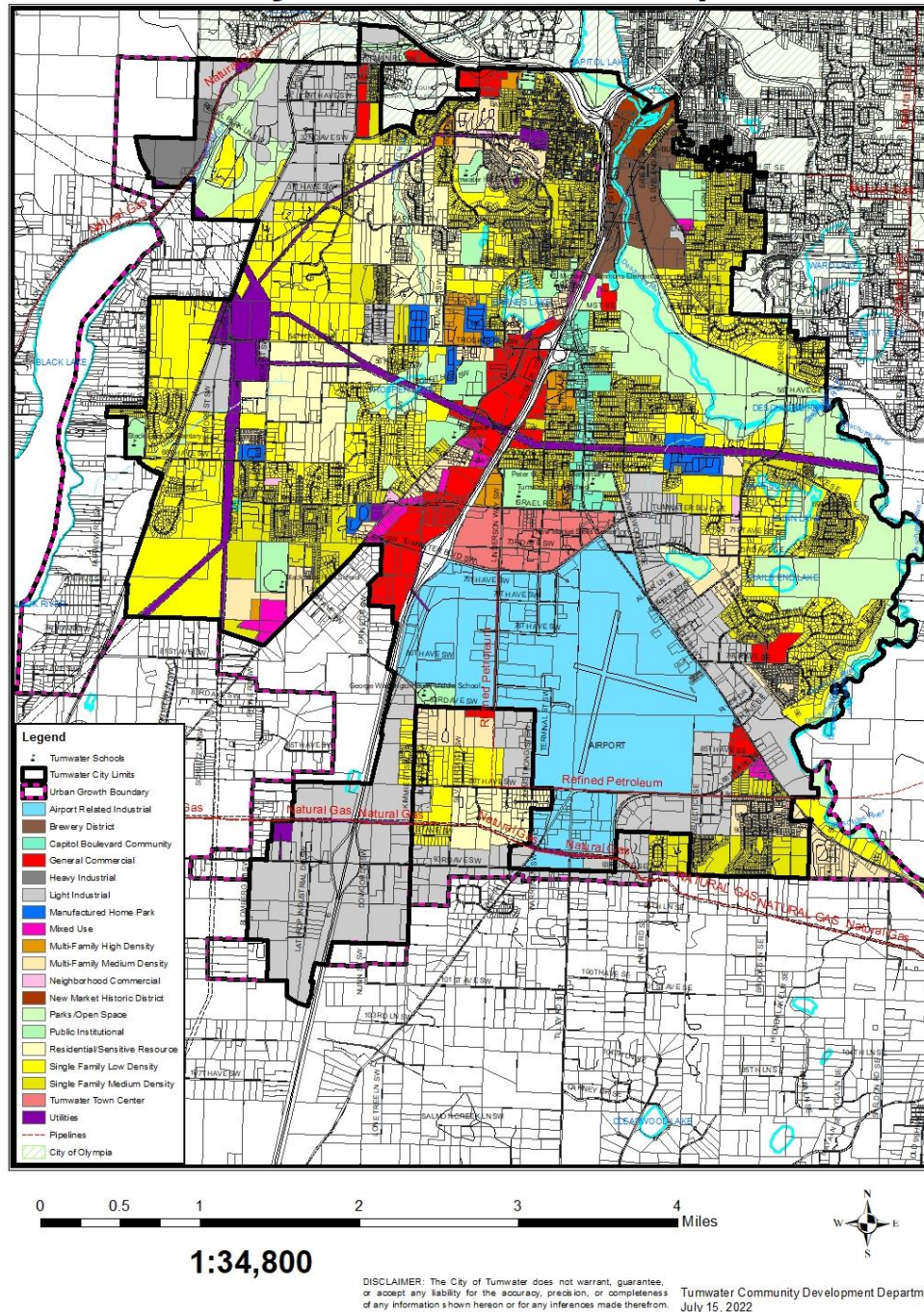


Figure 9. Dennis and Linderson Triangle Original Alignment of Linderson

Appendix 5.1 – Maps

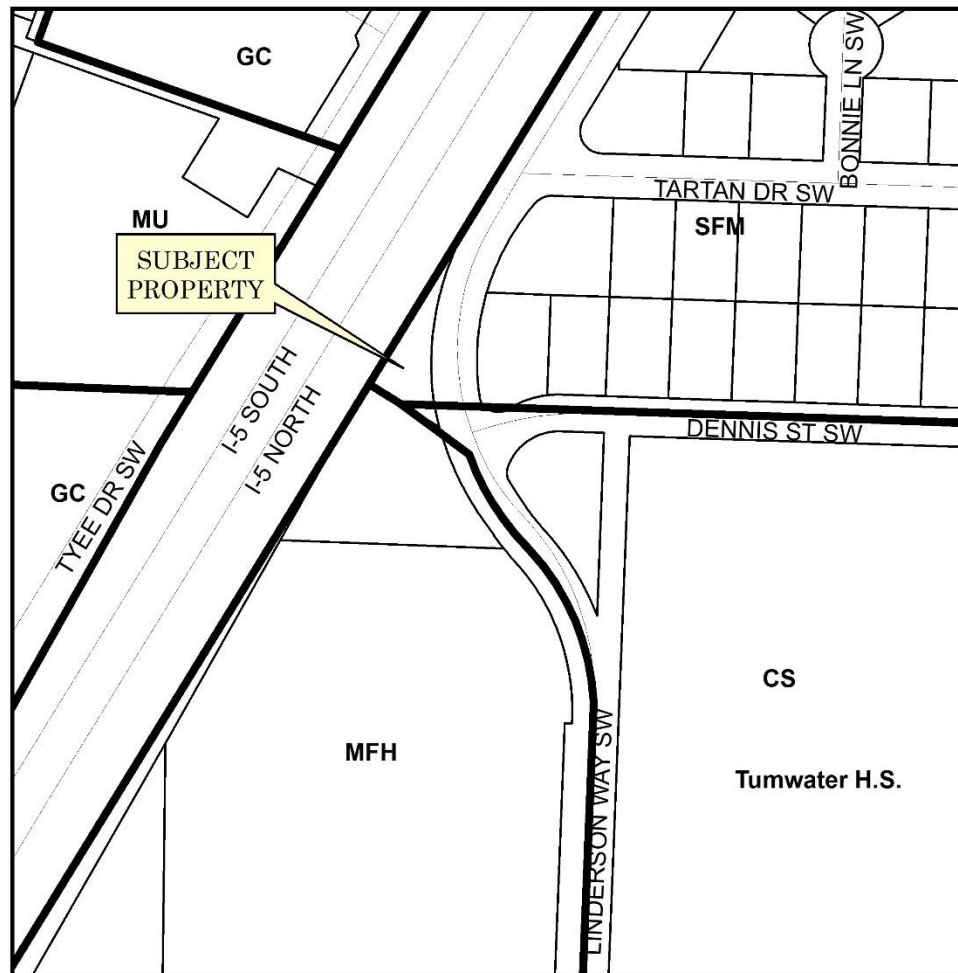
Map 5A – Existing Comprehensive Plan Designations

City of Tumwater City-Wide Land Use Map



Map 5B – Existing Zone District

Zoning Map
A Portion of 1270-32-40303



Designations
CS Community Services
MU Mixed Use
MFH Multi Family High Density (14-29/acre)
SFM Single Family Medium Density (6-9/acre)

1 inch = 200 feet
 0 400 Feet
 N

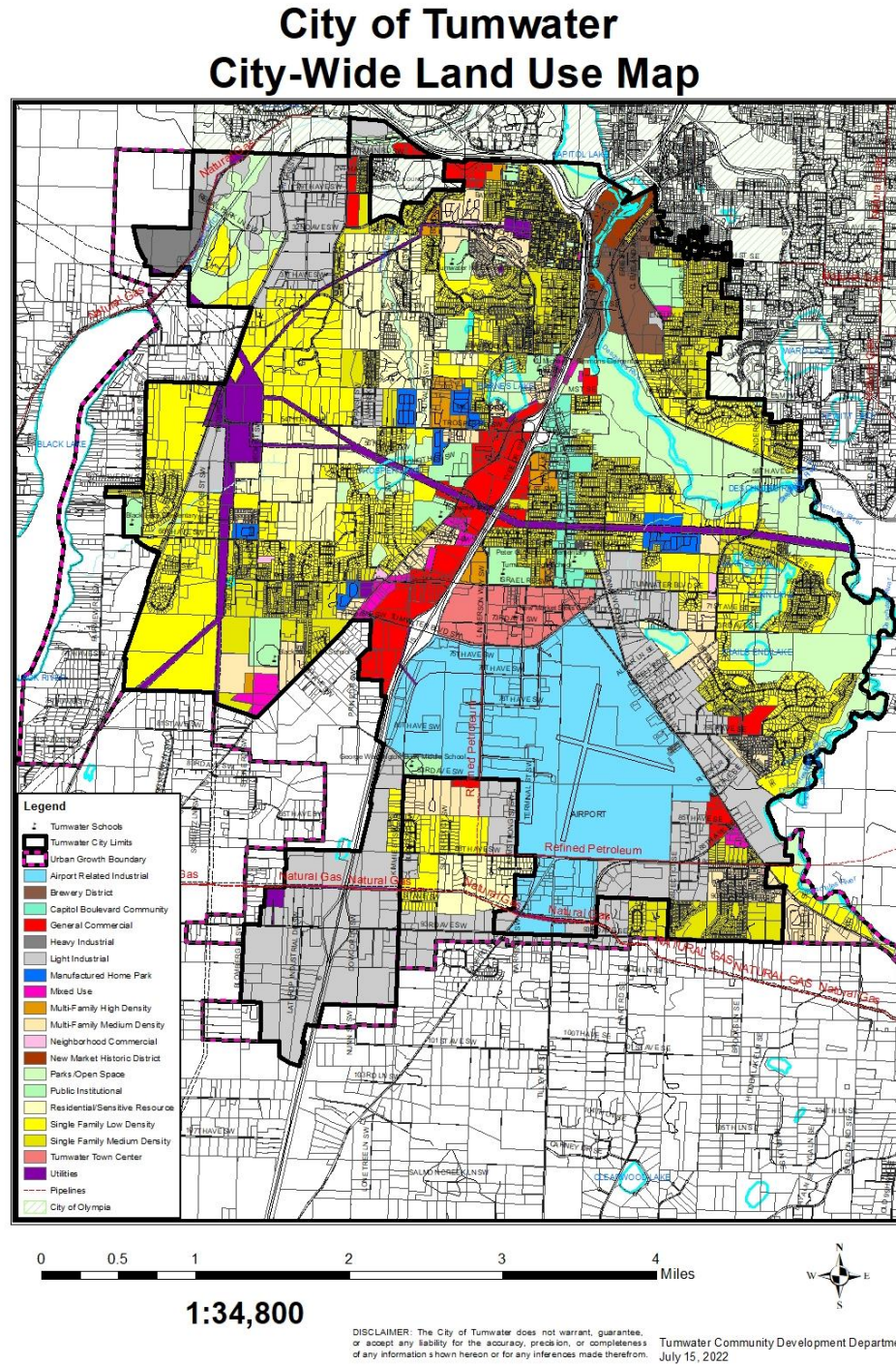
Map Date: 1-3-2022

MXD: Wells Littlelock Rezone 2022

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.

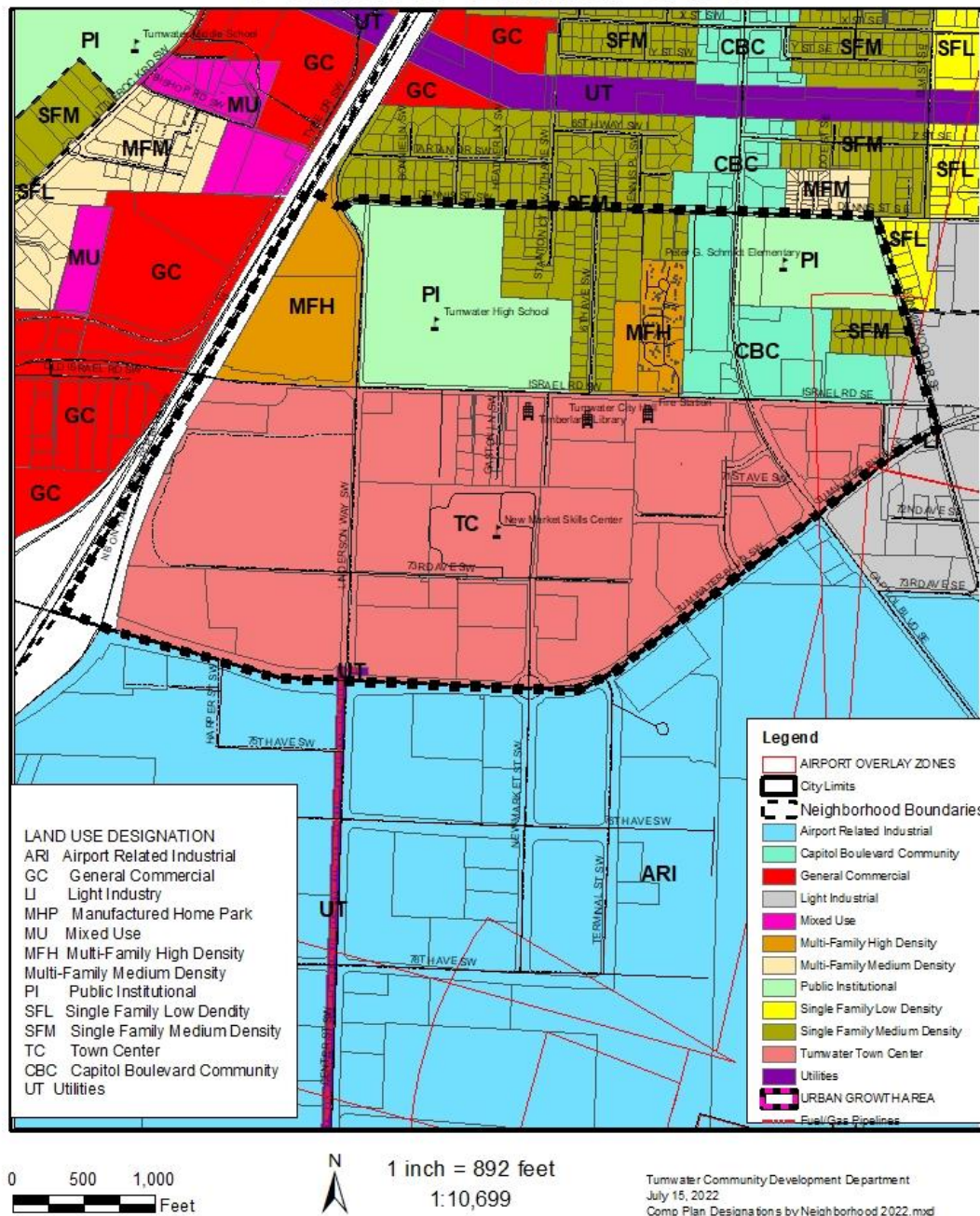
Appendix 5.2 – Proposed Map Amendments

Map 5C – Proposed Amendment to the Comprehensive Plan City-Wide Land Use Map



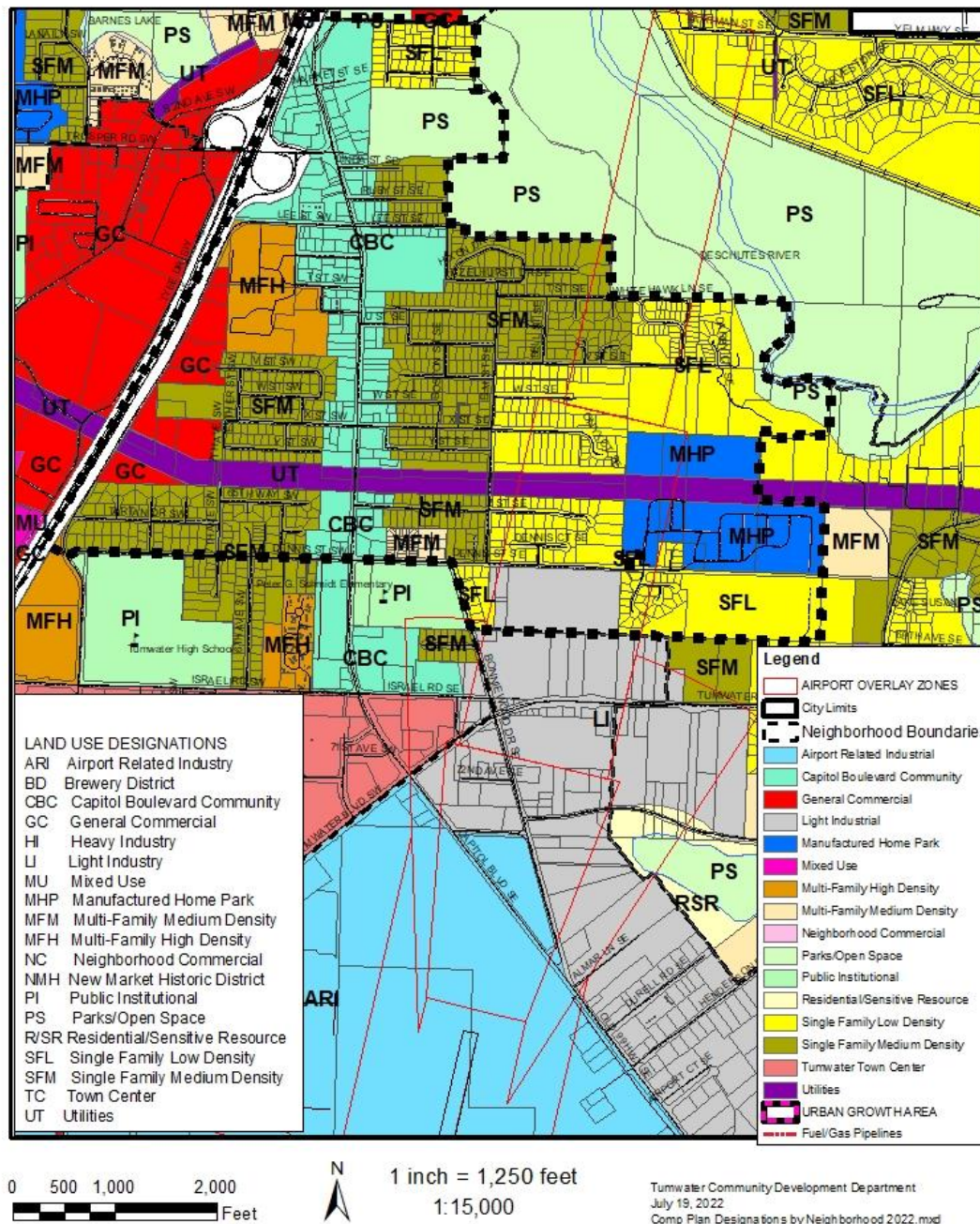
***Map 5D – Proposed Amendment to the Comprehensive Plan New Market
Neighborhood Future Land Use Map***

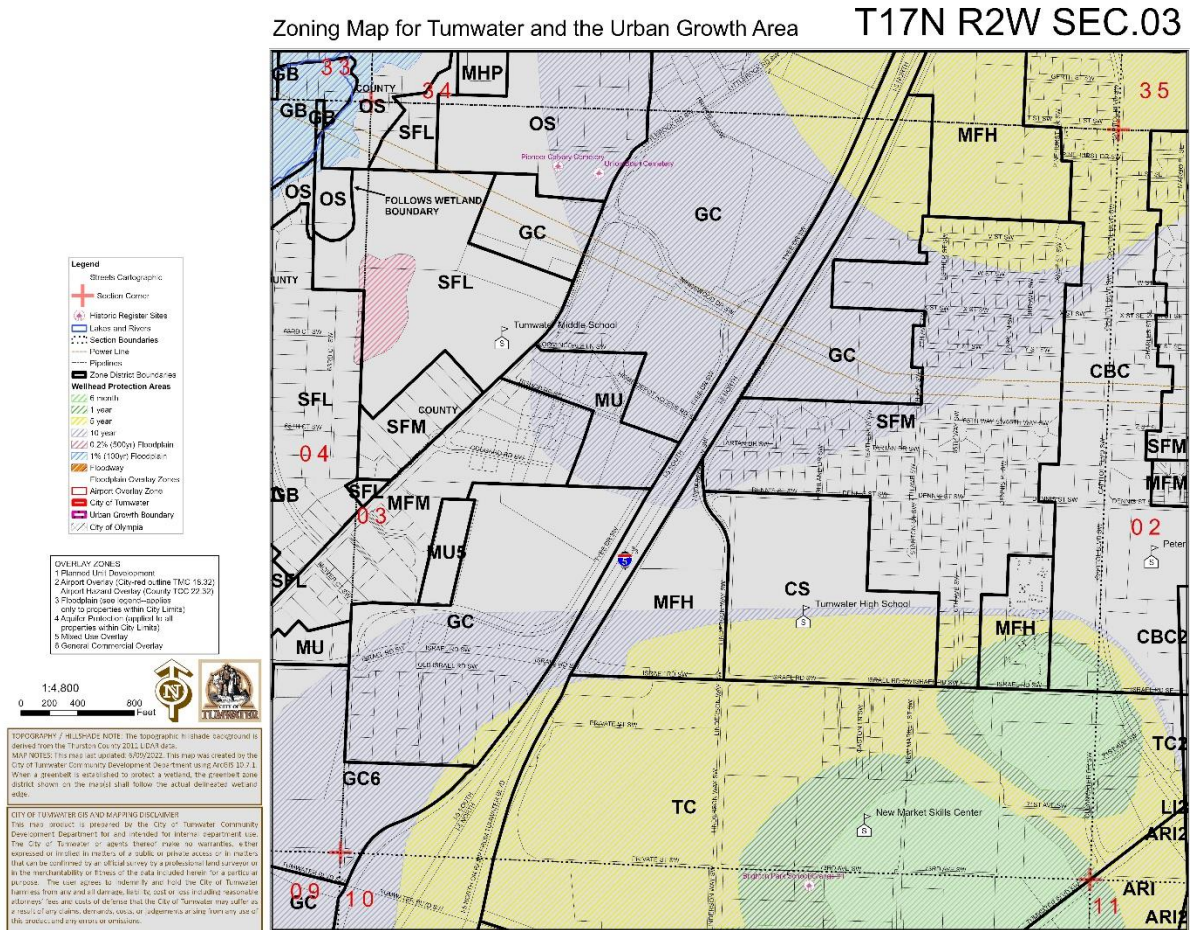
New Market Neighborhood Future Land Use



Map 5E – Proposed Amendment to the Comprehensive Plan SE Capitol Boulevard Neighborhood Future Land Use Map

SE Capitol Boulevard Neighborhood Future Land Use



Map 5F – Proposed Amendment to the City-Wide Zoning Map

C. SUMMARY OF ALL AMENDMENTS

6. Public Approval Process

The City Council placed the five proposed Comprehensive Plan amendments on the 2022 Long Range Planning Work Program on January 18, 2022. The Planning Commission reviewed the preliminary docket and provided comments at their January 11, 2022 meeting. The Planning Commission recommended further review of the proposal on January 25, 2022, as part of the 2022 preliminary docket. On February 9, 2022, the General Government Committee reviewed the preliminary docket and forwarded it to the full City Council for review.

The City Council held a worksession on February 22, 2022 and recommended that the preliminary docket be placed on the City Council agenda for their March 1, 2022 meeting. On March 1, 2022, the City Council considered the Planning Commission's recommendation and the review by the General Government Committee and included five of the six proposed amendments in the 2022 annual Comprehensive Plan amendment preliminary docket to be reviewed by Community Development Department staff and presented later in 2022.

After the City Council approved the final docket on March 1, 2022 for the 2022 annual Comprehensive Plan map and text amendments for further review, Community Development Department staff reviewed the goals, policies, and actions and text in the Comprehensive Plan Conservation, Housing, and Land Use Elements.

Letters notifying all property owners within 300 feet of the exterior boundaries of the proposed map amendment area of the public review process went out on July 27, 2022. The Notice of Intent was filed with the Washington State Department of Commerce on August 3, 2022 for Ordinance No. O2022-003. The SEPA environmental checklist was issued on August 2, 2022 for Ordinance No. O2022-003 and the Determination of Nonsignificance was issued on August 16, 2022.

The Planning Commission received a briefing on the amendments on August 9, 2022. The Planning Commission discussed the proposed neighborhood character amendments at worksessions on August 23, 2022. The Planning Commission will discuss the proposed amendments at a worksession on September 13, 2022.

The Planning Commission is expected to hold a public hearing for the proposed amendments on September 27, 2022. Following the public hearing and deliberations, the Planning Commission is expected to make their recommendation on the proposed amendments to the City Council.

The General Government Committee is expected to review the proposed Comprehensive Plan amendments in a briefing on October 12, 2022. The City Council

is expected to hold a worksession to discuss the amendments on October 25, 2022 and consider the proposed amendments at a meeting on November 15, 2022.

7. Public Notification

A Notice of Public Hearing for the Planning Commission will be issued after the Planning Commission establishes a hearing date on the final docket. The notice will be posted in the proposed map amendment areas, published as a press release, distributed to interested individuals and entities that have requested such notices, and published in *The Olympian*. Letters notifying all property owners within 300 feet of the exterior boundaries of the proposed map amendment areas of the public hearing are expected to be sent out around at the same time.

8. Staff Conclusions

1. The two proposed Comprehensive Plan map amendments and corresponding rezones meet the review and approval criteria found in TMC 18.60.025(B).
2. The two proposed Comprehensive Plan map amendments and corresponding rezones are consistent with the goals of the Washington State Growth Management Act.
3. The two proposed Comprehensive Plan map amendments and corresponding rezones are consistent with the goals of the Land Use Element of the Comprehensive Plan.
4. The potential impacts of the two proposed 2022 Comprehensive Plan map amendments and corresponding rezones have been considered together with the criteria found in TMC 18.60.025(B) and proposed amendments do not create any inconsistencies when evaluated together.
5. Based on the above review and analysis, Community Development Department staff concludes that the two proposed Comprehensive Plan map amendments and corresponding rezones are consistent with the requirements of the Washington State Growth Management Act, Thurston County-Wide Planning Policies, the goals of Sustainable Thurston, and the Comprehensive Plan.

9. Staff Recommendation

Community Development Department staff recommends approval of the two proposed Comprehensive Plan map amendments and corresponding rezones by Ordinance No. O2022-003.

10. Effects of the Proposed Amendments Considered Together

As noted above, the potential impacts of the two proposed 2022 Comprehensive Plan map amendments and corresponding rezones have been considered together with the criteria found in TMC 18.60.025(B) and the two proposed amendments do not create any inconsistencies when evaluated together.

11. Staff Contact

Brad Medrud, AICP, Planning Manager
City of Tumwater Community Development Department
(360) 754-4180
bmedrud@ci.tumwater.wa.us

ORDINANCE NO. O2022-003

AN ORDINANCE of the City Council of the City of Tumwater, Washington, related to planning under the Growth Management Act of the State of Washington and the 2022 City of Tumwater Comprehensive Plan map amendments and corresponding rezones amending the land use designation map of the Comprehensive Plan and the Zoning Map.

WHEREAS, the City is required to plan under the Growth Management Act, Chapter 36.70A RCW; and

WHEREAS, this ordinance meets the goals and requirements of the Growth Management Act; and

WHEREAS, the Growth Management Act, Chapter 36.70A RCW, and Tumwater Municipal Code 18.60.025(A)(2) require amendments to the City's Comprehensive Plan be considered concurrently and no more than once annually; and

WHEREAS, the City Council, Planning Commission, property owners, or City staff may propose amendments to the City's Comprehensive Plan map and text, and corresponding zone districts; and

WHEREAS, the deadline for 2022 private applications for proposed Comprehensive Plan map and text amendments and corresponding rezones was Monday, December 6, 2021; and

WHEREAS, Tumwater Municipal Code 18.60.025(A) establishes a process by which the preliminary docket of proposed Comprehensive Plan map and text amendments and corresponding rezones undergoes an initial review by the Planning Commission for recommendation to the City Council; and

WHEREAS, the City Council made a determination on which proposed Comprehensive Plan map and text amendments and corresponding rezones in the preliminary docket would be included in the final docket on March 1, 2022; and

WHEREAS, the Growth Management Act, Chapter 36.70A RCW, requires a process of early and continuous public participation for the proposed Comprehensive Plan map and text amendments and corresponding rezones; and

WHEREAS, the adoption of proposed Comprehensive Plan map and text amendments and corresponding rezones must be processed in compliance with the requirements of the State Environmental Policy Act; and

WHEREAS, the City Council reviewed all the evidence presented and has made findings of fact and conclusions related to the proposed Comprehensive Plan map amendments and corresponding rezones which are set forth below.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TUMWATER, STATE OF WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Findings. For the purposes of effective land use planning, the Tumwater City Council adopts the following findings of fact:

A. General Findings

1. The proposed Comprehensive Plan map amendments and corresponding rezones meet the intent of and are consistent with the Growth Management Act, Chapter 36.70A RCW, County-Wide Planning Policies, and internal goals and policies of the City's Comprehensive Plan.
2. The Attorney General Advisory Memorandum: Avoiding Unconstitutional Takings of Private Property (September 2018) on takings was reviewed and utilized by the City in objectively evaluating the proposed Comprehensive Plan map amendments and corresponding rezone.
3. The proposed Comprehensive Plan map amendments and corresponding rezones have been prepared in conformance with the Public Participation and Intergovernmental Coordination Procedures contained in the City's Comprehensive Plan, which meet the Growth Management Act, Chapter 36.70A RCW, requirements for the same.
4. The City engaged the community through public briefings, worksessions, and meetings with the Planning Commission, the General Government Committee, and the City Council.
5. An Environmental Checklist for a non-project action was prepared under the State Environmental Policy Act (Chapter 43.21C RCW), pursuant to Chapter 197-11 WAC on August 2, 2022, and a Determination of Non-Significance was issued on August 16, 2022.
6. The ordinance was sent to the Washington State Department of Commerce on August 3, 2022 for the required 60-day review before the proposed Comprehensive Plan map amendments and corresponding rezones were adopted, in accordance with RCW 36.70A.106.
7. The Planning Commission reviewed the preliminary docket and provided comments at their January 11, 2022 and January 25, 2022 meetings.

8. The General Government Committee discussed the Planning Commission's preliminary docket recommendation at their February 9, 2022 meeting.
9. The City Council held a worksession on February 22, 2022 and recommended that the preliminary docket be placed on the City Council agenda for their March 1, 2022 meeting.
10. The City Council approved the preliminary docket for further review by staff at their March 1, 2022 meeting.
11. City staff completed their review of the final docket of proposed Comprehensive Plan map and text amendments and corresponding rezone.
12. The potential impacts of the proposed Comprehensive Plan map amendments and corresponding rezones have been considered together and they do not create any inconsistencies when evaluated together.
13. The property owners within 300 feet of the proposed Comprehensive Plan map amendment areas were notified on July 27, 2022 by letter of the proposed amendments and the proposed public meeting schedule.
14. The Planning Commission received a briefing on the final docket of the proposed Comprehensive Plan map and text amendments and corresponding rezones on August 9, 2022 and discussed the proposed amendments at worksessions on August 23, 2022 and September 13, 2022.
15. A Notice of Public Hearing for the Planning Commission public hearing was issued on September 16, 2022. The notice was posted in the subject areas, published as a press release, distributed to interested individuals and entities that have requested such notices, and published in *The Olympian*. The letters notifying all property owners within 300 feet of the exterior boundaries of the map amendment areas of the public hearing was sent out on September 16, 2022.
16. The Planning Commission held a public hearing for the Comprehensive Plan map amendments and corresponding rezones on September 27, 2022.
17. Following a public hearing and deliberations on September 27, 2022, the Planning Commission recommended approval of the proposed Comprehensive Plan map amendments and corresponding rezones to the City Council.

18. The City Council's General Government Committee reviewed the proposed Comprehensive Plan map amendments and corresponding rezones in a briefing on October 12, 2022.
19. The City Council discussed the proposed Comprehensive Plan map amendments and corresponding rezones in a worksession on October 25, 2022.
20. On November 15, 2022, the City Council held the public meeting to consider the 2022 Comprehensive Plan map amendments and corresponding rezone.
21. The proposed Comprehensive Plan map amendments and corresponding rezones will be submitted to the Washington State Department of Commerce ten days after final adoption, pursuant to RCW 36.70A.106.
22. Any Conclusion herein, which may be deemed a Finding, is hereby adopted as such.

B. Findings – Comprehensive Plan Land Use Map and Zoning Map

Wells Littlerock – Comprehensive Plan Map Amendment and Corresponding Rezone

1. The applicant filed timely applications for a Comprehensive Plan map amendment and corresponding rezone on November 17, 2021 for the 2.76-acre property located to the south of 7223 Littlerock Road SW (Parcel Numbers 1270-44-30901, 1270-44-30902, and 1270-44-30903) (Permit Numbers TUM-21-1804 and TUM-21-1848). The applications would change the Single Family Medium Density Residential (SFM) Comprehensive Plan map designation to Multi-Family Medium Density Residential (MFM) Comprehensive Plan map designation and the Single Family Medium Density Residential (SFM) to Multifamily Medium Density Residential (MFM) zone district.
2. Staff sent out a letter of completeness for the applications (Permit Numbers TUM-21-1804 and TUM-21-1848) on December 10, 2021.
3. During the preliminary docket review, the City Council, Planning Commission, and staff supported further review of the proposed amendment.
4. Approval of the amendment would result in Comprehensive Plan map amendments of the property from the Single Family Medium Density Residential (SFM) Comprehensive Plan map designation to Multi-Family Medium Density Residential (MFM) Comprehensive Plan map designation, and a corresponding rezone from the Single Family Medium Density

Residential (SFM) to Multifamily Medium Density Residential (MFM) zone district.

5. The subject property is currently vacant.
6. The Comprehensive Plan map designations of the properties surrounding the amendment area are Multi-Family Medium Density Residential (MFM) to the north, Mixed Use (MU) to east, and Single Family Medium Density (SFM) to the west and south.
7. The zone districts of the properties surrounding the amendment area are Multifamily Medium Density Residential (MFM) to the north, Mixed Use (MU) to east, and Single-Family Medium Density (SFM) to the west and south.
8. Single-family dwellings are to the north and west.
9. A residential subdivision is under construction to the south.
10. Littlerock Road SW and 73rd Avenue SW are to the east.
11. The proposed Comprehensive Plan map amendment and corresponding rezone are in accordance with the City of Tumwater's annual Comprehensive Plan amendment process, as required by Chapter 36.70A RCW.
12. The proposed Comprehensive Plan map amendment and corresponding rezone meet the fourteen goals of the Washington State Growth Management Act.
13. The proposed Comprehensive Plan map amendment and corresponding rezone for the subject area are internally consistent with the City of Tumwater Comprehensive Plan, including the Housing and Land Use Elements. The City of Tumwater Comprehensive Plan is consistent with County-wide Planning Policies.
14. Conditions in the area have changed to the degree that it is in the public interest to support the amendments to the Comprehensive Plan map and zone district.

C. Findings – Comprehensive Plan Land Use Map and Zoning Map

Triangle West of the Dennis Street SW and Linderson Way SW Intersection – Comprehensive Plan Map Amendment and Corresponding Rezone

1. The City is proposing a Comprehensive Plan map amendment and corresponding rezone for the northern approximately 0.30-acre portion of a

5.73 acre property located at 6501 Linderson Way SW at the western corners of Linderson Way SW and Dennis Street SW (Portion of Parcel Numbers 1270-32-40303). The amendment would change the Single Family Medium Density Residential (SFM) to Multi-Family High Density Residential (MFH) Comprehensive Plan map designation and the Single-Family Medium Density Residential (SFM) to Multifamily High Density Residential (MFH) zone district.

2. During the preliminary docket review, the City Council, Planning Commission, and staff supported further review of the proposed amendment.
3. Approval of the amendment would result in Comprehensive Plan map amendments of the property from the Single Family Medium Density Residential (SFM) to Multi-Family High Density Residential (MFH) Comprehensive Plan map designation, and a corresponding rezone from the Single-Family Medium Density Residential (SFM) to Multifamily High Density Residential (MFH) zone district.
4. The subject property is currently vacant.
5. The Comprehensive Plan map designations of the properties surrounding the amendment area are Interstate 5 to the north and west, Single Family Medium Density Residential (SFM) to the east, and Multi-Family High Density Residential (MFH) to the south.
6. The zone districts of the properties surrounding the amendment area are Interstate 5 to the north and west, Single-Family Medium Density Residential (SFM) to the east, and Multifamily High Density Residential (MFH) to the south.
7. Linderson Way SW and single-family dwellings are to the east.
8. A multifamily development is to the south.
9. Interstate 5 is to the north and west.
10. The proposed Comprehensive Plan map amendment and corresponding rezone are in accordance with the City of Tumwater's annual Comprehensive Plan amendment process, as required by Chapter 36.70A RCW.
11. The proposed Comprehensive Plan map amendment and corresponding rezone meet the fourteen goals of the Washington State Growth Management Act.

12. The proposed Comprehensive Plan map amendment and corresponding rezone for the subject area are internally consistent with the City of Tumwater Comprehensive Plan, including the Housing and Land Use Elements. The City of Tumwater Comprehensive Plan is consistent with County-wide Planning Policies.
13. Conditions in the area have changed to the degree that it is in the public interest to support the amendments to the Comprehensive Plan map and zone district.

Section 2. Conclusions. For the purposes of effective land use planning, the Tumwater City Council makes the following conclusions:

A. General Conclusions

1. Based on its review of the requirements of Chapter 36.70A RCW, the analysis and proposed revisions prepared by City staff, and the public comments received, the City Council finds and declares that the Comprehensive Plan map amendments and corresponding rezones have been prepared in conformance with applicable law. This includes Chapter 36.70A RCW, Chapter 43.21C RCW, and the City of Tumwater Public Participation and Intergovernmental Coordination Procedures.
2. Based on its review of the requirements of Chapter 36.70A RCW, the analysis and proposed revisions prepared by City staff, the proposed revisions forwarded by the Planning Commission, and the public comments received, the City Council accepts the Comprehensive Plan map amendments, and corresponding rezones. The City Council hereby finds and declares that the Comprehensive Plan map amendments and corresponding rezones comply with the requirements of Chapter 36.70A RCW.
3. Any Finding herein, which may be deemed a Conclusion, is hereby adopted as such.

B. Conclusions – Comprehensive Plan Land Use Map and Zoning Map

Wells Littlerock – Comprehensive Plan Map Amendment and Corresponding Rezone

Consistent with the aforementioned findings, the properties located south of 7223 Littlerock Road SW (Thurston County Assessor Parcel Numbers 1270-44-30901, 1270-44-30902, and 1270-44-30903) are to be re-designated from Single Family Medium Density Residential (SFM) to Multi-Family Medium Density Residential (MFM) the Comprehensive Plan map designation of the parcels and rezoned from

Single-Family Medium Density Residential (SFM) to Multifamily Medium Density Residential (MFM) as shown in Exhibit “A-1”, Exhibit “A-2”, and Exhibit “A-3”.

C. Conclusions – Comprehensive Plan Land Use Map and Zoning Map

Triangle West of the Dennis Street SW and Linderson Way SW Intersection – Comprehensive Plan Map Amendment and Corresponding Rezone

Consistent with the aforementioned findings, the northern approximately 0.30-acre portion of a 5.73 acre property located at 6501 Linderson Way SW at the western corners of Linderson Way SW and Dennis Street SW (A portion of Parcel Number 1270-32-40303) are to be re-designated from Single Family Medium Density Residential (SFM) to Multi-Family High Density Residential (MFH) the Comprehensive Plan map designation of the parcels and rezoned from Single-Family Medium Density Residential (SFM) to Multifamily High Density Residential (MFH) as shown in Exhibit “B-1”, Exhibit “B-2”, Exhibit “B-3”, and Exhibit “B-4”.

Section 3. Wells Littlerock – Comprehensive Plan Map Amendment and Corresponding Rezone. The City-Wide Land Use Map in the City of Tumwater Comprehensive Plan (Exhibit “A-1”), the Littlerock Neighborhood Future Land Use Map (Exhibit “A-2”), and the City of Tumwater City-Wide Zoning Map (Exhibit “A-3”) are hereby amended as shown in Exhibits “A-1”, “A-2”, and “A-3” attached hereto.

Parcel Numbers 1270-44-30901, 1270-44-30902, and 1270-44-30903 are hereby re-designated from Single Family Medium Density Residential (SFM) to Multi-Family Medium Density Residential (MFM) and rezoned from Single-Family Medium Density Residential (SFM) to Multifamily Medium Density Residential (MFM).

Section 4. Triangle West of the Dennis Street SW and Linderson Way SW Intersection – Comprehensive Plan Map Amendment and Corresponding Rezone. The City-Wide Land Use Map in the City of Tumwater Comprehensive Plan (Exhibit “B-1”), the New Market Neighborhood Future Land Use Map (Exhibit “B-2”), SE Capitol Boulevard Neighborhood Future Land Use Map (Exhibit “B-3”), and the City of Tumwater City-Wide Zoning Map (Exhibit “B-4”) are hereby amended as shown in Exhibits “B-1”, “B-2”, “B-3”, and “B-4” attached hereto.

A portion of Parcel Number 1270-32-40303 is hereby re-designated from Single Family Medium Density Residential (SFM) to Multi-Family High Density Residential (MFH) and rezoned from Single-Family Medium Density Residential (SFM) to Multifamily High Density Residential (MFH).

Section 5. Corrections. The City Clerk and codifiers of this ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener/clerical errors, references, ordinance numbering, section/subsection numbers, and any references thereto.

Section 6. Ratification. Any act consistent with the authority and prior to the effective date of this ordinance is hereby ratified and affirmed.

Section 7. Severability. The provisions of this ordinance are declared separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this ordinance or the invalidity of the application thereof to any person or circumstance, shall not affect the validity of the remainder of the ordinance, or the validity of its application to other persons or circumstances.

Section 9. Effective Date. This ordinance shall become effective thirty (30) days after passage, approval, and publication as provided by law.

ADOPTED this _____ day of _____, 20__.

CITY OF TUMWATER

Debbie Sullivan, Mayor

ATTEST:

Melody Valiant, City Clerk

APPROVED AS TO FORM:

Karen Kirkpatrick, City Attorney

Published:_____

Effective Date:_____

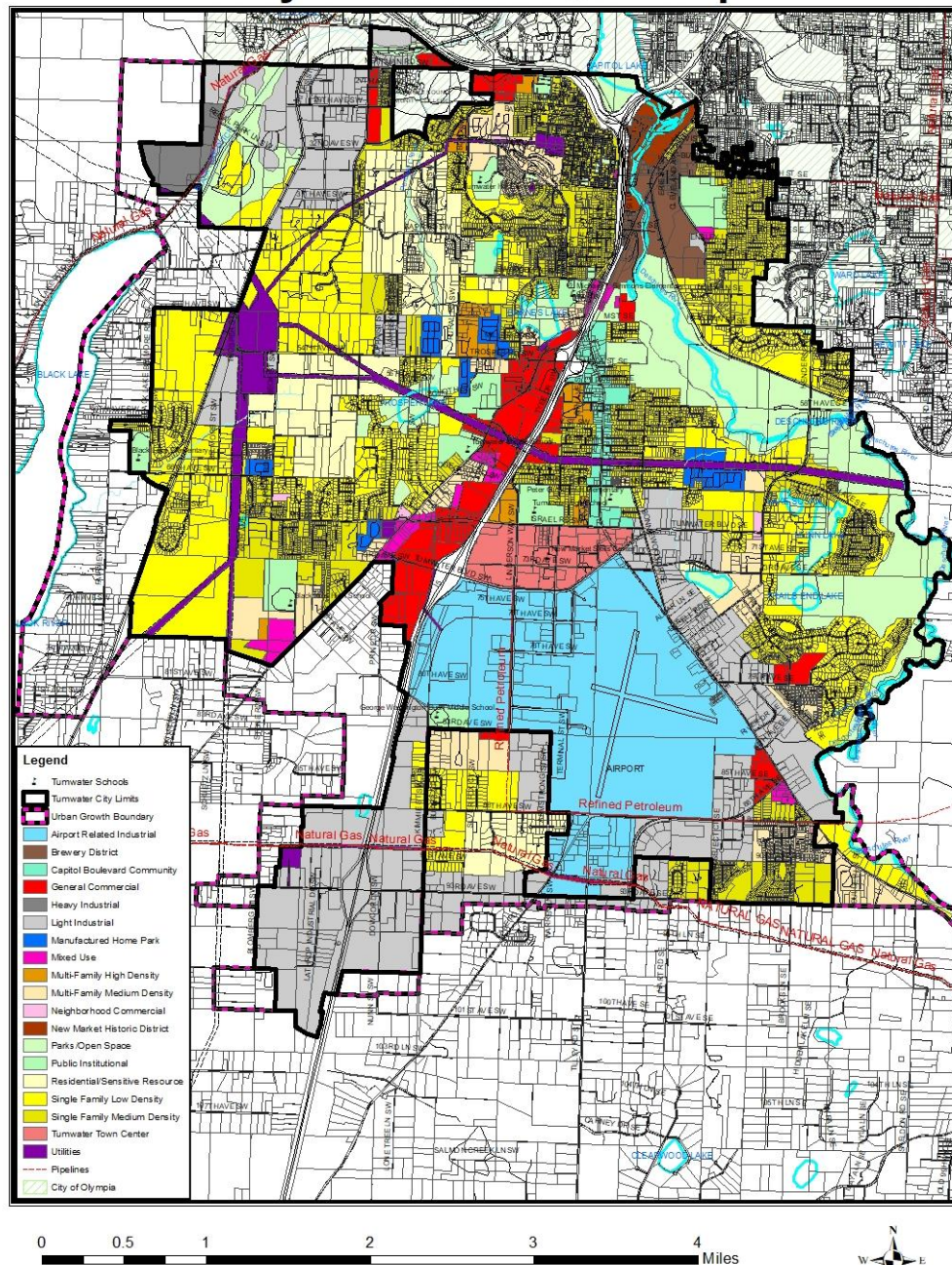
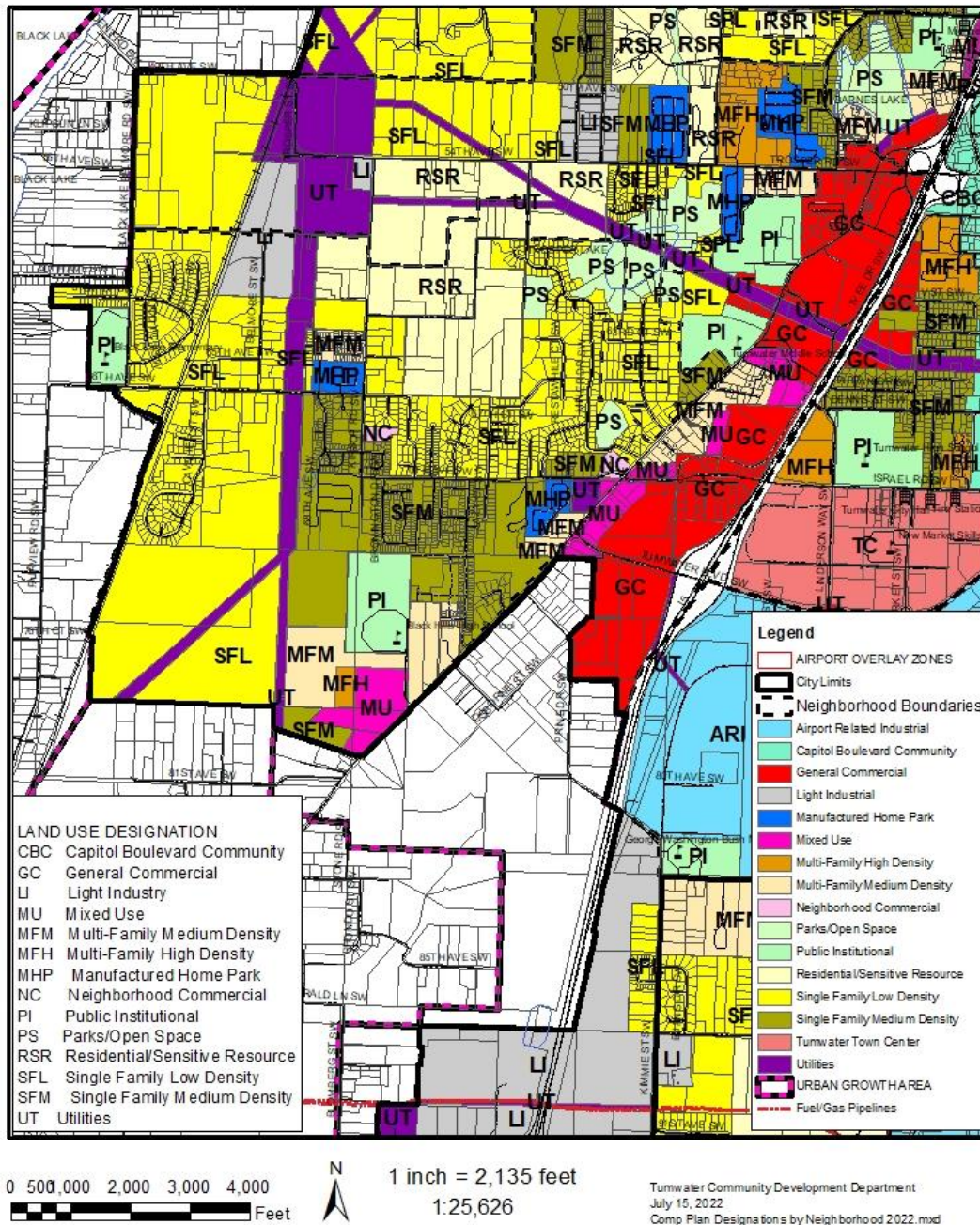
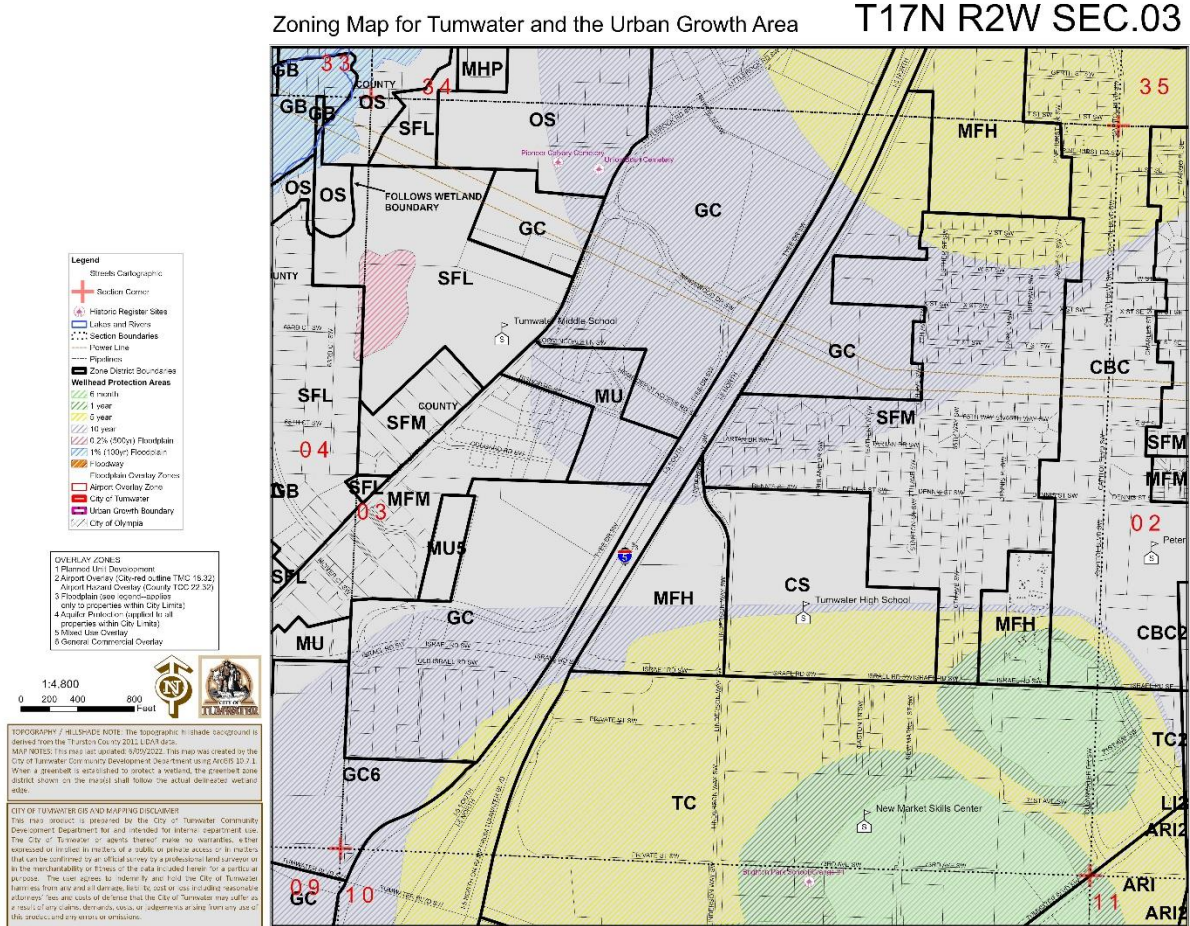
*Exhibit "A-1"***Wells Littlerock Amendment to the City of Tumwater Comprehensive Plan
City-Wide Land Use Map****City of Tumwater
City-Wide Land Use Map**

Exhibit "A-2"

***Wells Littlerock Amendment to the City of Tumwater Comprehensive Plan
Littlerock Neighborhood Future Land Use Map***

Littlerock Neighborhood Future Land Use



*Exhibit "A-3"**Wells Littlerock Amendment to the City of Tumwater City-Wide Zoning Map*

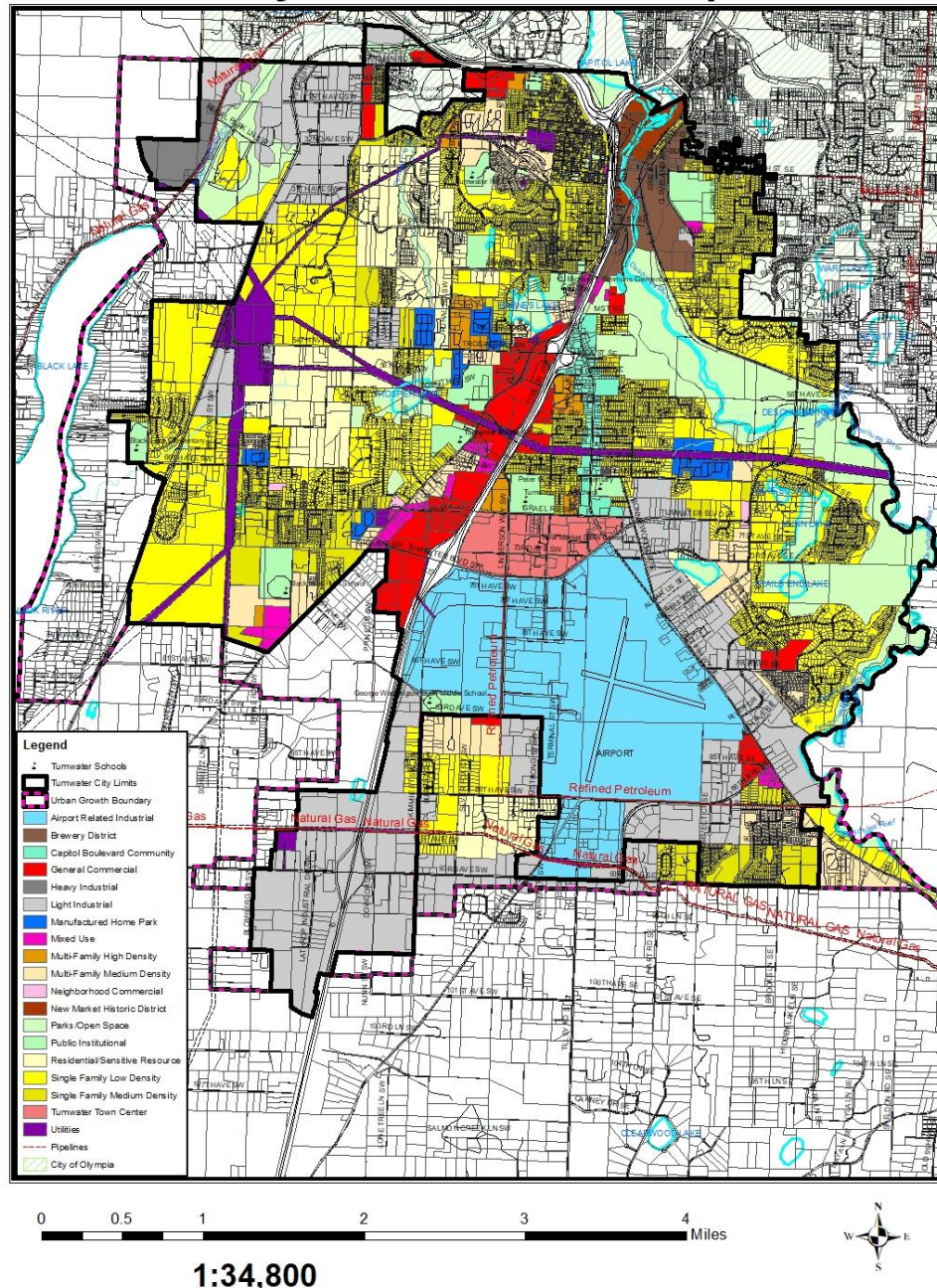
*Exhibit "B-1"****Triangle West of the Dennis Street SW and Linderson Way SW Intersection
Amendment to the City of Tumwater Comprehensive Plan City-Wide
Land Use Map*****City of Tumwater
City-Wide Land Use Map**

Exhibit "B-2"

***Triangle West of the Dennis Street SW and Linderson Way SW Intersection
Amendment to the City of Tumwater Comprehensive Plan New Market
Neighborhood Future Land Use Map***

New Market Neighborhood Future Land Use

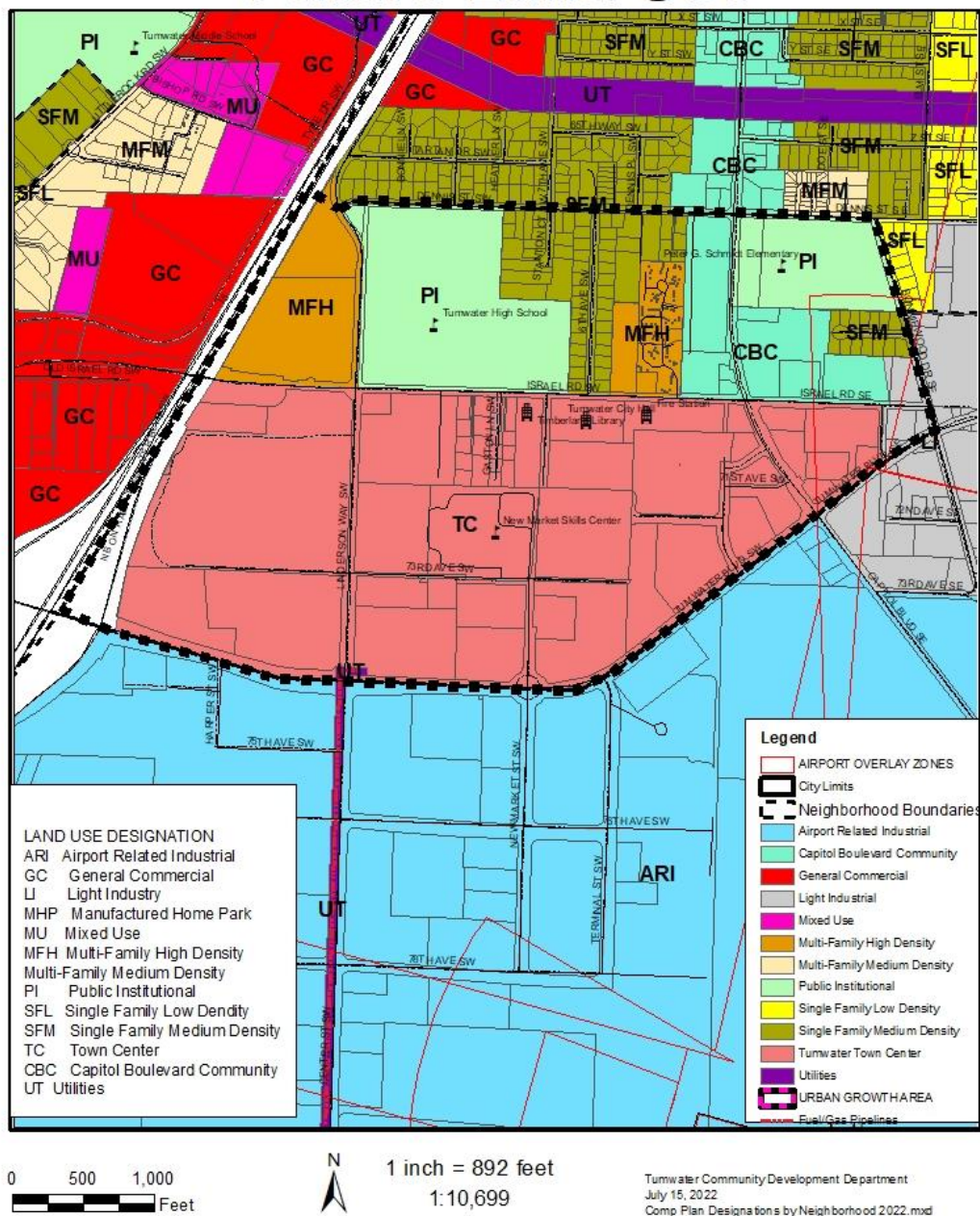
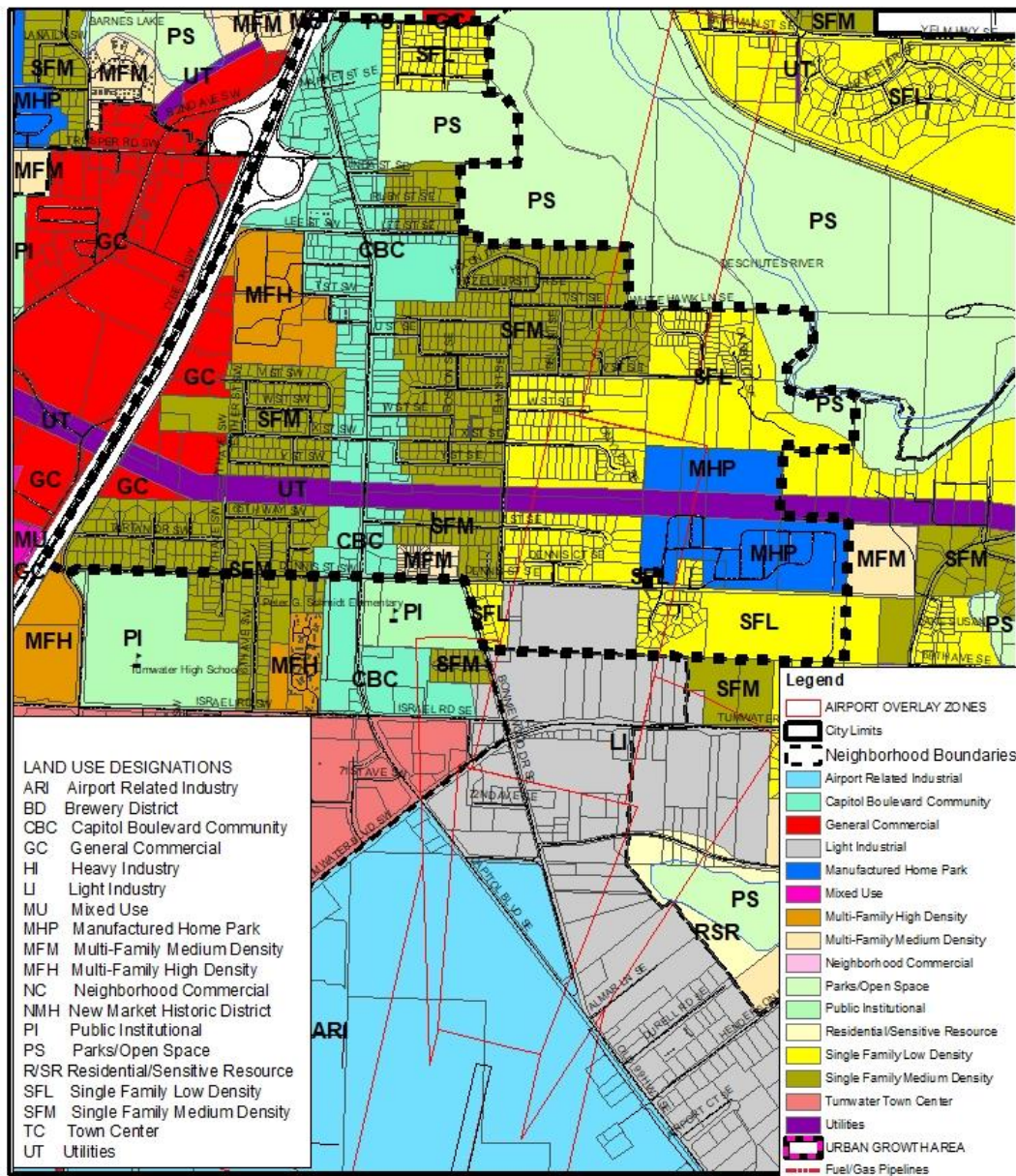


Exhibit "B-3"

***Triangle West of the Dennis Street SW and Linderson Way SW Intersection
Amendment to the City of Tumwater Comprehensive Plan SE Capitol
Boulevard Neighborhood Future Land Use Map***

SE Capitol Boulevard Neighborhood Future Land Use



0 500 1,000 2,000
Feet

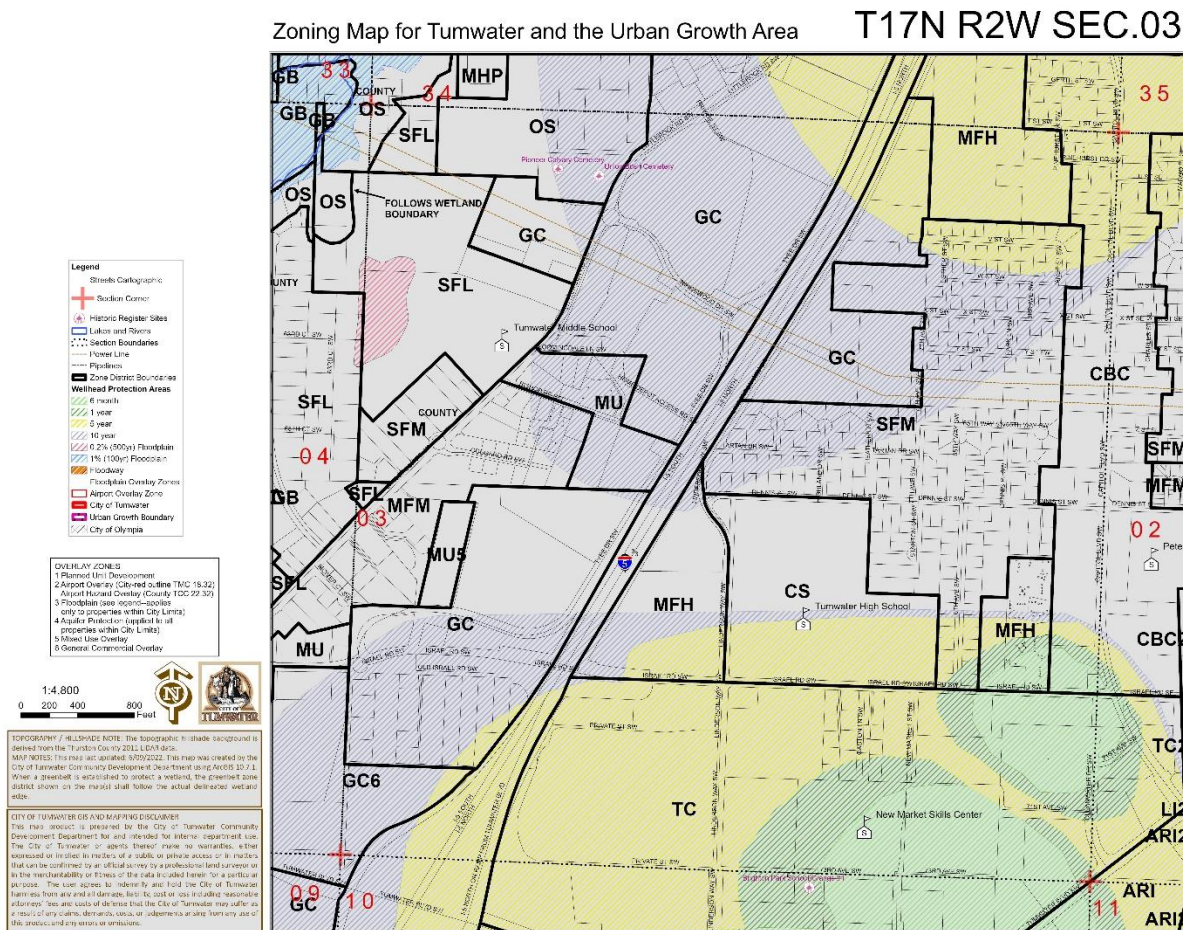


1 inch = 1,250 feet
1:15,000

Tumwater Community Development Department
July 19, 2022
Comp Plan Designations by Neighborhood 2022.mxd

Exhibit "B-4"

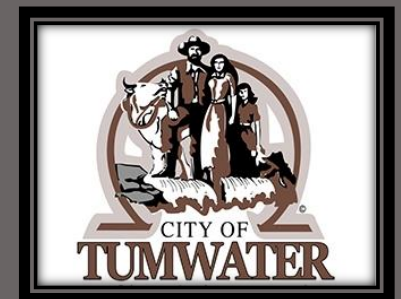
***Triangle West of the Dennis Street SW and Linderson Way SW Intersection
Amendment to the City of Tumwater City-Wide Zoning Map***



2022 Comprehensive Plan Map & Text Amendments and Associated Rezones

Final Docket

September 13, 2022
Planning Commission Worksession



2022 Proposed Amendments

1. One private map amendment and associated rezone
2. Three City sponsored text amendments
3. One City sponsored map amendment and associated rezone

2022 Private Amendment

Proposed Private Map Amendment and associated rezone:

1. Wells Littlerock Comprehensive Plan Land Use Map Amendment (TUM-21-1848) and Corresponding Rezone (TUM-21-1804)

1. Wells Littlerock

| | |
|------------------------|------------------------------------------------------------------------|
| Proponent: | Glenn Wells |
| Owner: | Marvin L. Beagles |
| Location: | Three adjacent parcels located to the south of 7223 Littlerock Road SW |
| Parcel Numbers: | 1270-44-30901, 1270-44-30902, and 1270-44-30903 |
| Area Size: | 2.76 Acres |
| Current Use: | Vacant |

1. Amendment Summary

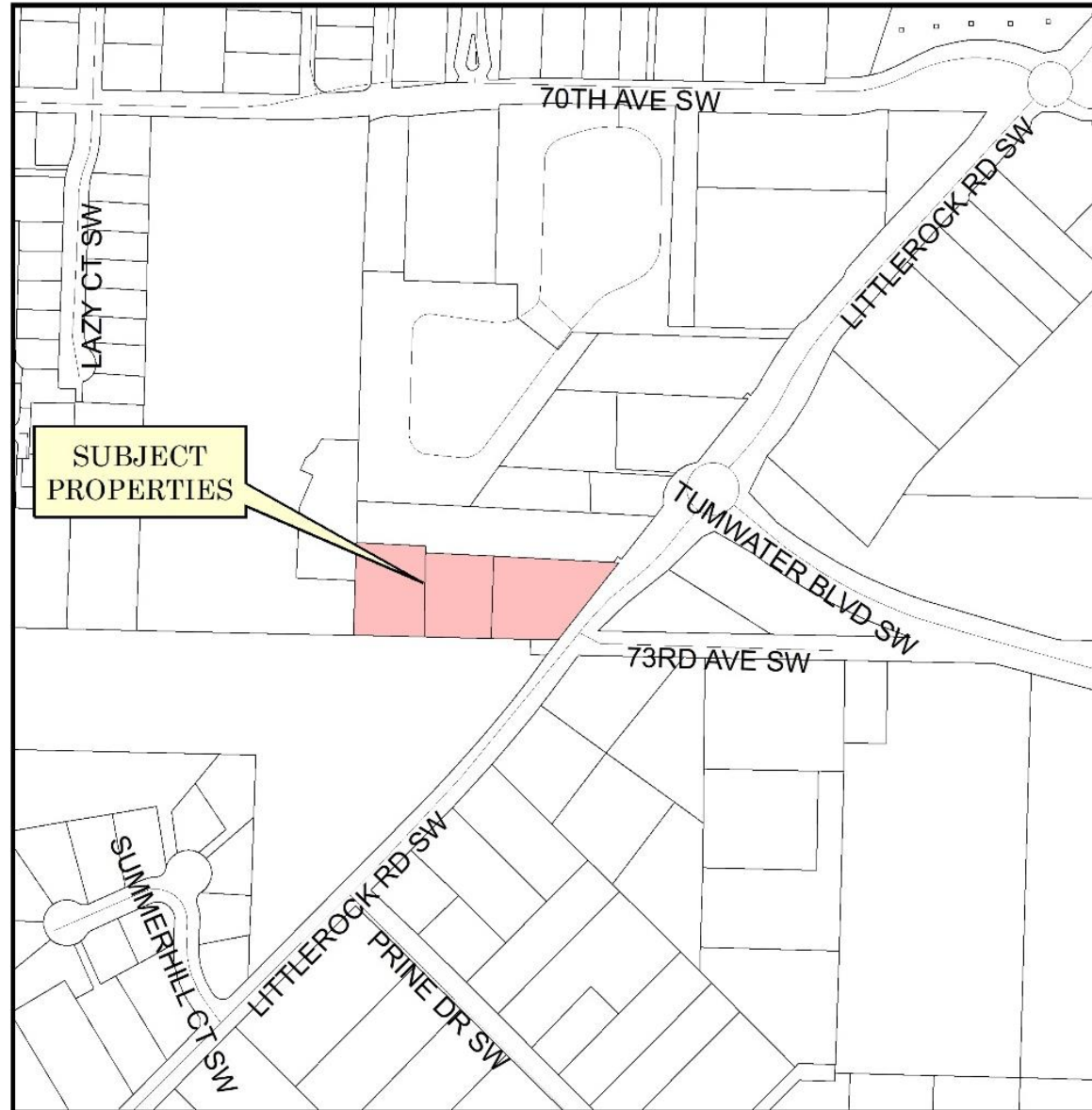
Current Comprehensive Plan map designation and zone district:

- Single Family Medium Density Residential (SFM)

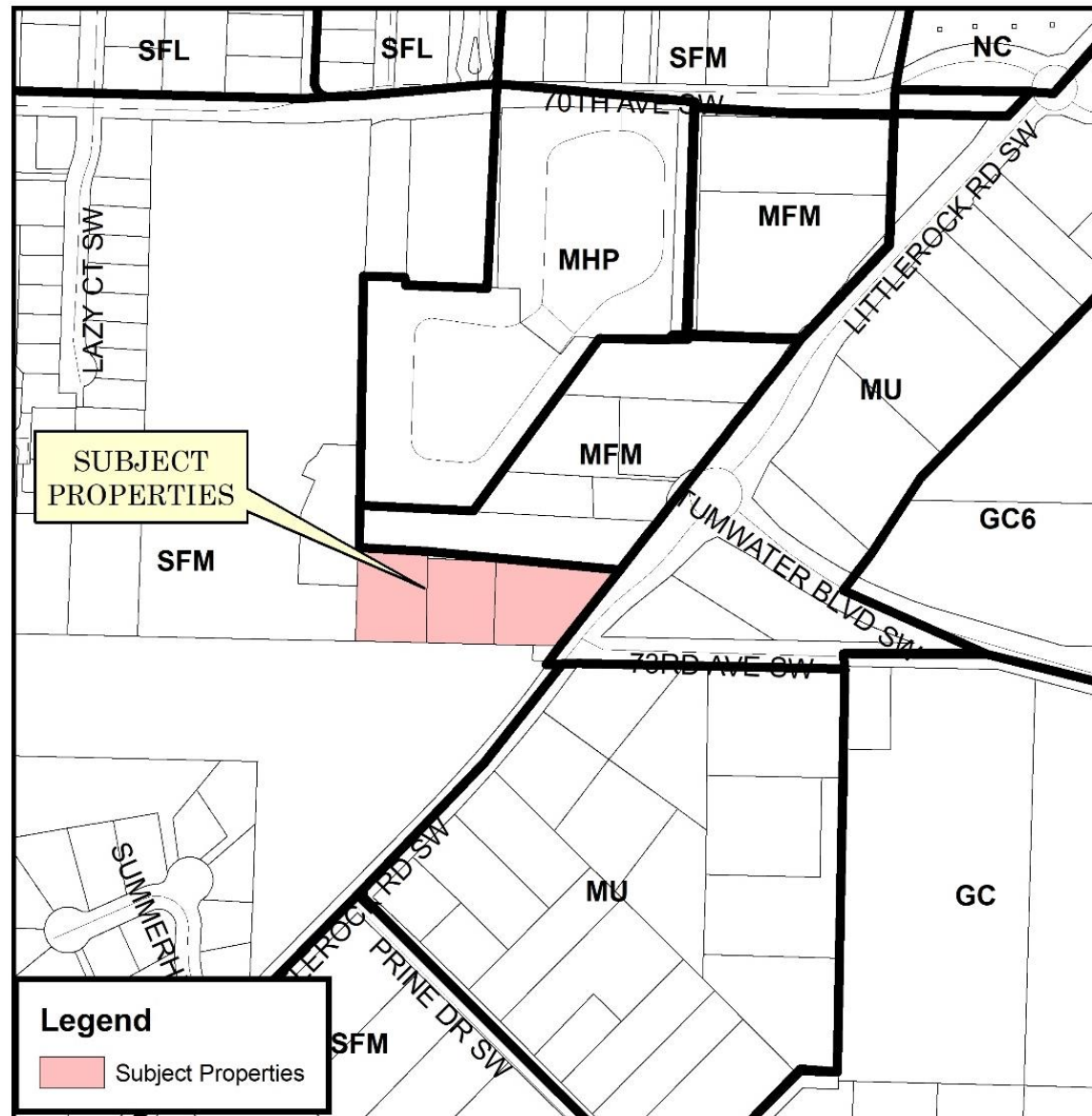
Proposed Comprehensive Plan map designation and zone district:

- Multi-Family Medium Density Residential (MFM)

1. Map of Amendment Area



1. Map of Amendment Area



1. Map of Amendment Area



2022 Text Amendments

2. Neighborhood Character
3. Thurston Climate Mitigation Plan – Update greenhouse gas emission (GHG) targets in the Conservation Element to address HB 2311
4. Essential Public Facilities Amendments

2. Neighborhood Character

Review Comprehensive Plan Housing and Land Use Elements to determine if there are amendments needed to address “neighborhood character”

2. Neighborhood Character

- Staff has reviewed and recommends no amendments to address this issue in 2022
- Amendments to address this issue should be included as part of the larger 2022-25 review and update of the Comprehensive Plan

3. GHG Targets

Review Comprehensive Plan Conservation and Land Use Elements and determine if there are amendments needed to address HB 2311

3. GHG Targets

- Staff has reviewed and recommends no amendments to address the requirements of HB 2311 in 2022
- Amendments to address HB 2311 should be included as part of the larger 2022-25 review and update of the Comprehensive Plan that address climate change

4. Essential Public Facilities

Review the Comprehensive Plan Land Use Element and determine if there are amendments needed to address essential public facilities, including but not limited to: intensive inpatient facilities; long-term residential drug treatment facilities; recovery house facilities

4. Essential Public Facilities

- Staff has reviewed and recommends no amendments to address essential public facilities in 2022
- Amendments to address essential public facilities should be included as part of the larger 2022-25 review and update of the Comprehensive Plan

5. Dennis/Linderson Triangle

| | |
|------------------------|---------------------------------------------------------------------------------------|
| Proponent: | City of Tumwater |
| Location: | 6501 Linderson Way SW at the western corners of Linderson Way SW and Dennis Street SW |
| Parcel Numbers: | Portion of 1270-32-40303 |
| Area Size: | Portion of 5.73 Acres |
| Current Use: | Vacant |

5. Amendment Summary

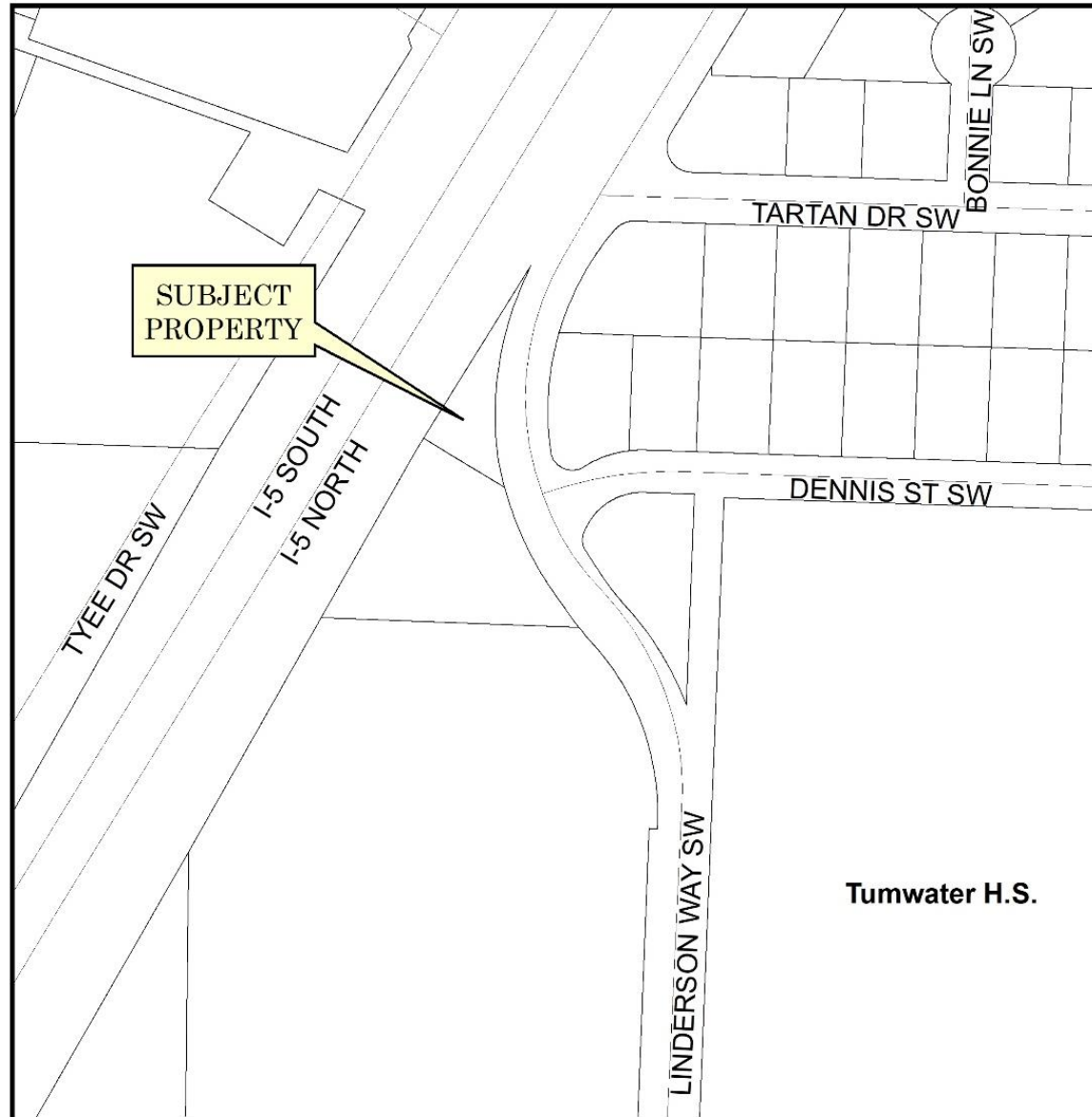
Current Comprehensive Plan map designation and zone district:

- Single Family Medium Density Residential (SFM)

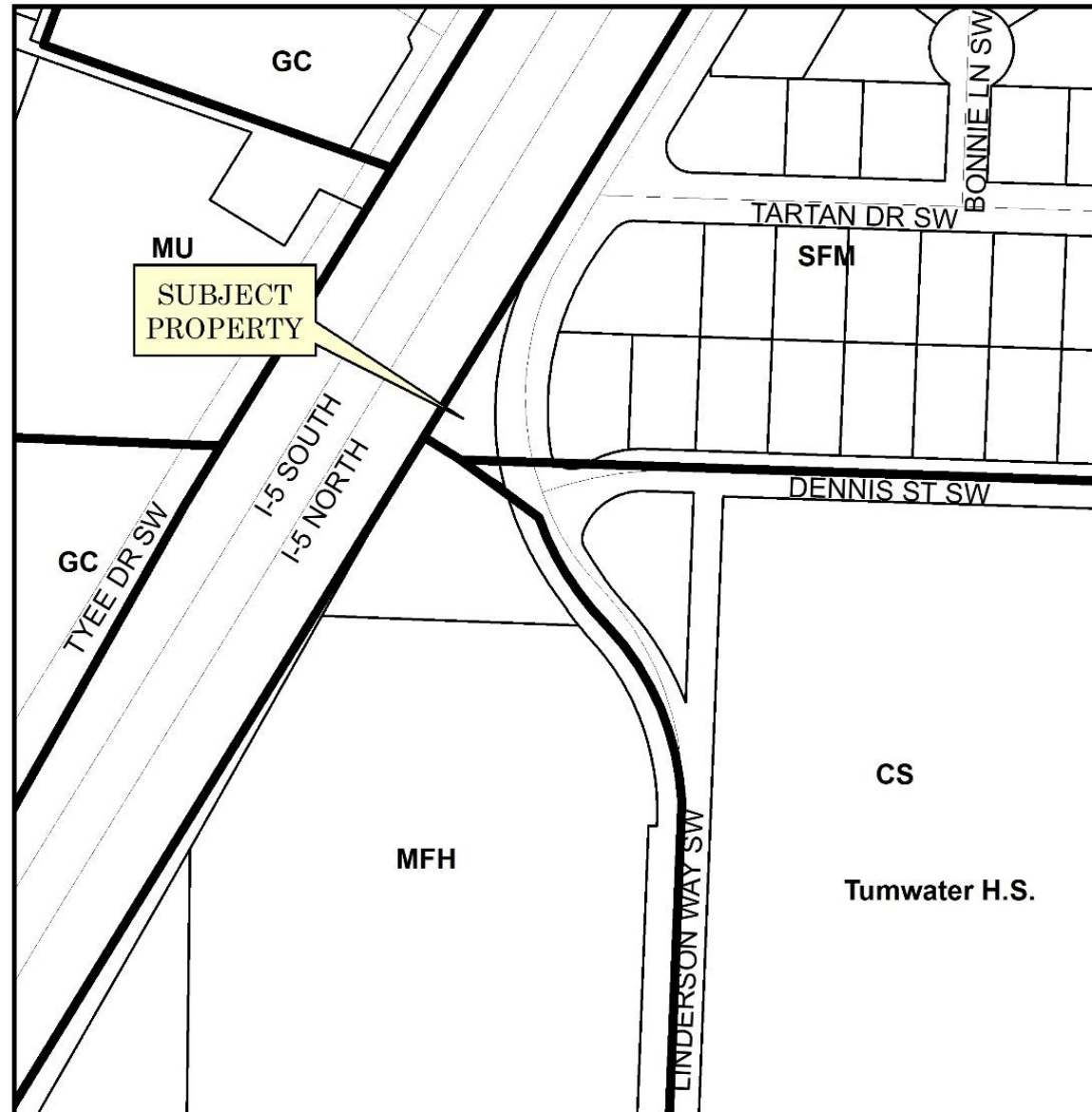
Proposed Comprehensive Plan map designation and zone district:

- Multifamily High Density Residential (MFH)

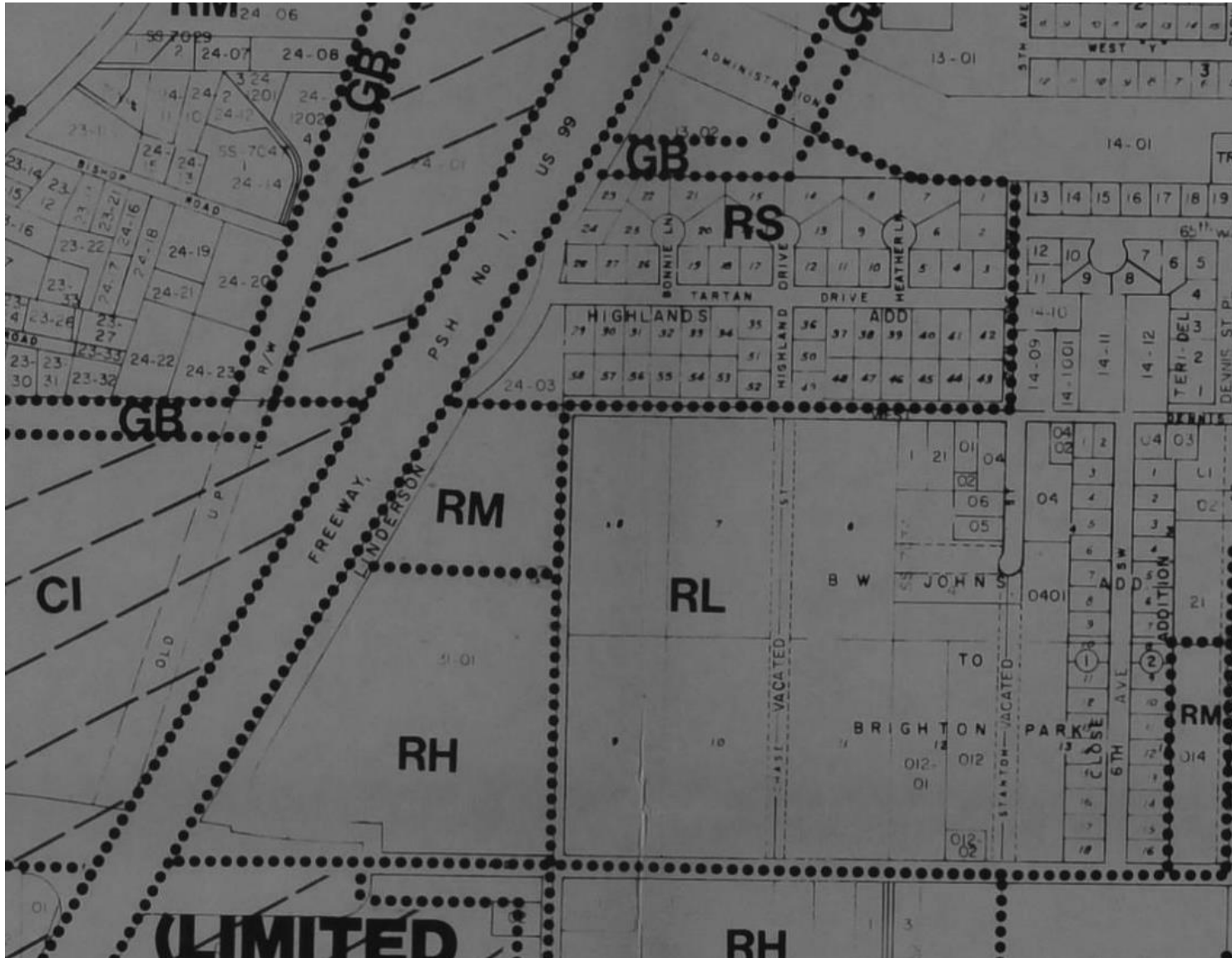
5. Map of Amendment Area



5. Map of Amendment Area



5. Map of Amendment Area



5. Map of Amendment Area



Staff Recommendation

- Staff recommends that the Planning Commission discuss and schedule a public hearing on the ordinance for September 27, 2022

Next Steps

Proposed Final Docket Review and Approval Process:

- September 27, 2022 – Planning Commission Hearing
- October 12, 2022 – General Government Committee briefing
- October 25, 2022 – City Council worksession
- November 15, 2022 – City Council consideration