Tumwater City Plan 2036
Land Use Element

CITY OF TUMWATER

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TABLE OF CONTENTS

1 INTRODUCTION 1
1.1. Purpose and Scope 1
1.2 Vision and Mission Statements 4
1.3 Strategic Plan Goals 5
1.4 Growth Management Act Goals Compliance 5
1.5 County-Wide Planning Policy Compliance 10
1.6 Sustainable Thurston Goals 14
1.6.1 Priority Goals 14
1.6.2 Leadership & Participation Goals 15
1.6.3 Community Goals 15
1.6.4 Economy Goals 15
1.6.5 Housing Goals 15
1.6.6 Transportation System Goals 16
1.6.7 Public Safety Goals 16
1.6.8 Environment Goals 16
1.7 Ongoing Review Program 16
1.8 Amendments, Public Participation, and Intergovernmental Coordination 16
1.8.1 Amendments 16
1.8.2 Public Participation and Intergovernmental Coordination Procedures 17
1.9 Overall Comprehensive Plan Connections 19
1.10 Tumwater Community Profile 20
1.11 Tumwater Land Use Patterns 21
1.12 Existing Land Use Distribution 22
1.13 Land Use Distribution 22

2 DESIGNATIONS AND DEFINITIONS 27
2.1 Introduction 27
2.1.1 City-Wide Future Land Use Map 28
2.2 Residential Uses 29
2.2.1 Residential/Sensitive Resource (2-4 Dwelling Units/Acre) 32
2.2.2 Single Family Low Density (4-7 Dwelling Units/Acre) 33
2.2.3 Single Family Medium Density (6-9 Dwelling Units/Acre) 34
2.2.4 Multi-Family Medium Density (9-15 Dwelling Units/Acre) 35
2.2.5 Multi-Family High Density (14-29 Dwelling Units/Acre) 35
2.2.6 Manufactured Home Park (6-9 Dwelling Units/Acre) 36

DRAFT

2.3 Mixed Use (Residential Minimum 14 Dwelling Units/Acre) 37
2.4 Neighborhood Commercial 41
2.5 New Market Historic District 41
2.6 General Commercial 41
2.7 Capitol Boulevard Community 42
2.8 Brewery District 43
2.9 Light Industrial 44
2.10 Airport Related Industrial 44
2.11 Heavy Industrial 44
2.12 Utilities 45
2.13 Public and Institutional 45
2.14 Parks and Open Space 45
2.15 Tumwater Town Center 46
2.16 Design Review 46
2.17 Maximum and Minimum Densities 49
2.18 Clustering 49
2.19 Modular and Manufactured Housing 50
2.20 Innovative Housing and Urban Planning Approaches Promoting Physical Activity 50

3 LAND USE GOALS, POLICIES, AND ACTIONS 52
3.1 Introduction 52
3.2 Goals, Policies, and Actions 52
3.3 Implementation Policies 65

4 LAND SUPPLY ANALYSIS 68
4.1 Introduction 68
4.2 Partially Used and Under Utilized Land Supply Analysis 70
4.3 Developable or Re-developable Land Supply Analysis 71
4.4 Analysis of Population Accommodation 73

LIST OF TABLES

Table 1. Foundational Plans and Documents 2
Table 2. Summary of Existing Land Use in Tumwater 22
Table 3. Existing Land Use by Neighborhood (in Percentages) 25
Table 4. Existing Land Use by Neighborhood (in Acres) 26
Table 5. Tumwater Land Use Designations 28
Table 6. Range of Dwelling Units per Acre by Land Use Designation and Zone District 31
Table 7. Land Use Management Techniques for Residential Development 37

DRAFT

Table 8. Tumwater and Urban Growth Area 20-Year Population Projection..... 70
Table 9. Buildable Commercial Land in Acres 72
Table 10. Buildable Industrial Lands in Acres 73
Table 11. Residential Land Supply and Future Development Capacity 73

LIST OF FIGURES

Figure 1. Comprehensive Plan Elements 20
Figure 2. Tumwater Existing Land Use 23
Figure 3. New Dwelling Units Required for 20-Year Planning Period. 75

LIST OF MAPS

City-Wide Land Use Map
City of Tumwater Neighborhoods Map

LAND USE ELEMENT APPENDICES: UNDER SEPARATE COVER

Appendix A: Neighborhood Appendix
Appendix B: County-Wide Planning Policies
Appendix C: Sustainable Thurston Goals and Actions
Appendix D: Land Use and Housing Survey Results
Appendix E: List of Foundational Plans and Documents
Appendix F: Glossary
Appendix G: Ordinance No. O2016-008 Planning Commission Recommendation and City Council Final Order

DRAFT

1 INTRODUCTION

1.1. Purpose and Scope

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

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

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

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

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

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

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

DRAFT

use, trends for each neighborhood, and sets forth policy recommendations for future land use. The Neighborhood Appendix outlines provide a quick reference that includes policy recommendations for particular areas in each neighborhood.

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

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

Table 1. Foundational Plans and Documents

Topic Index	Supporting Plans and Materials
Land Use	• Brewery Action Plan (2016) • Brewery District Plan (2014) • Capitol Boulevard Corridor Plan (2015) • Citywide Design Guidelines (2016) • County-Wide Planning Policies, Thurston County (2015) • Little Rock Subarea Plan (2011) • Memorandum of Understanding: An Urban Growth Management Agreement, Tumwater and Thurston County (1988) • Memorandum of Understanding: Urban Growth Area Zoning and Development Standards, Tumwater and Thurston County (1995) • Port of Olympia Master Plan (2016) • Shoreline Master Program (2014) • Sustainable Thurston, Thurston Regional Planning Council (2013) • Tumwater Historic District Master Plan (1993) • Tumwater Town Center Street Design (2004)

DRAFT

Topic Index	Supporting Plans and Materials
Population and Employment	• Buildable Lands Report for Thurston County, Thurston Regional Planning Council (2014) • Population and Employment Forecast for Thurston County Final Report, Thurston Regional Planning Council (2015) • State Office of Financial Management Data (2015) • The Profile, Thurston Regional Planning Council (October 2015) • US Census Data (2010)
Housing	• See Housing Element
Landfills	• See Lands for Public Purposes Element
Parks, Recreation, and Open Space	• See Conservation Element • See Lands for Public Purposes Element • See Parks, Recreation, and Open Space Plan (Element) • Shoreline Master Program (2014) • Capital Facilities Plan (2016-2021)
Sewage Treatment Facilities and Sanitary Sewer Systems	• See Lands for Public Purposes Element

DRAFT

Topic Index	Supporting Plans and Materials
Transportation System	• See Transportation Element • Capital Facilities Plan (2016-2021) • 2040 Regional Transportation Plan, Thurston Regional Planning Council (2016) • Black Hills Subarea Transportation Plan, City of Tumwater, Thurston County, Tumwater School District, and the Doelman Family (2003) • Intercity Transit Strategic Plan (2016-2021) • Port of Olympia Master Plan (2016) • Railroad Right of Way Preservation and Use Strategy for the Thurston Region (1992) • Regional Transportation Improvement Program, Thurston Regional Planning Council (2016-2019) • Thurston Regional Trails Plan, Thurston Regional Planning Council (2007) • Transportation Improvement Plan (2016-2021)
Utilities	• See Utilities Element
Water and Waste Water	• See Conservation Element • See Lands for Public Purposes Element

1.2 Vision and Mission Statements

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

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

DRAFT

1.3 Strategic Plan Goals

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

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

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

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

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

Goal #5: Manage City Resources Effectively

1.4 Growth Management Act Goals Compliance

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

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

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

2. *Reduce sprawl. Reduce the inappropriate conversion of undeveloped land*

DRAFT

into sprawling, low density development.

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

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

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

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

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

Additionally, the Land Use Element, in conjunction with the Housing

DRAFT

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

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

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

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

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

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

   The Land Use Element provides the policy basis for the City's

DRAFT

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

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

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

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

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

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

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

DRAFT

designation of a lower intensity than other areas of the City. The Land Use Element contains goals and policies, which ensure coordination of land use with Chapter 13.12 Tumwater Municipal Code and Drainage Design and Erosion Control Manual for Tumwater. The Conservation Element also contains specific policies relating to air and water quality, water availability, and protection and preservation of critical areas. The Land Use Element also makes recommendations for clustering and other creative development techniques in sensitive areas of the City and includes Goal LU-6, Policies LU-6.1 through LU-6.3; Goal LU-8, Policies 8.1 through 8.4; and Chapter 2, Designations and Definitions.

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

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

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

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

All non-open space designations in the Land Use Element are applied to

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areas that either have adequate capacity for transportation, utilities, storm, and municipal services or they will be provided with these facilities in the future concurrent with development. The Land Use Element will ensure concurrency through coordination with the Capital Facilities Element, Transportation Element and other elements of the Comprehensive Plan. The Land Use Element contains goals and policies that ensure this coordination. These policies are outlined in detail in Chapter 3, Land Use Goals, Policies, and Actions. Specific goals and policies that support this Growth Management Act goal include Goal LU-1, Policy LU-1.1; Goal LU-2, Policies LU-2.1 through LU-2.4 and LU-2.6; and Goal LU-3, Policies LU-3.1 through LU-3.7.

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

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

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

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

1.5 County-Wide Planning Policy Compliance

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

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

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I. General Policies

The Land Use Element contains goals, policies, and actions that address County-Wide Planning Policies 1.1 through 1.14. These goals, policies, and actions encourage compact, efficient urban development that will be phased outward from the urban core.

II. Urban Growth Areas

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

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

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

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

To address County-Wide Planning Policy 3.2, the designation of two to

DRAFT

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

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

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

IV. Joint County & City Planning Within Urban Growth Areas

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

VI. Analysis of Fiscal Impact

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

DRAFT

VII. Economic Development and Employment

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

VIII. Affordable Housing

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

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

IX. Transportation

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

X. Environmental Quality

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

DRAFT

intensity. Additionally, most environmentally sensitive areas of the City recommend that development be clustered away from the sensitive area.

Additionally, the Land Use Element contains goals and policies that ensure coordination of land use with Chapter 13.12 Tumwater Municipal Code and the Drainage Design and Erosion Control Manual for Tumwater. The Conservation Element, as a part of the Comprehensive Plan, also contains specific policies relating to air and water quality and water availability. The Land Use Element also makes recommendations for clustering and other creative development techniques in sensitive areas of the City in Chapter 3, Land Use Goals, Policies, and Actions and includes Goal LU-6, Policies LU-6.1 through LU-6.4 and Goal LU-8, Policies LU-8.1 through LU-8.5 as well as Chapter 2, Designations and Definitions.

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

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

1.6 Sustainable Thurston Goals

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

1.6.1 Priority Goals

Priority Goal 1: Create vibrant centers, corridors, and neighborhoods while accommodating growth.

Priority Goal 2 Preserve environmentally sensitive lands, farmlands, forest lands, prairies, and rural lands and develop compact urban areas.

Priority Goal 3: Create a robust economy through sustainable practices.

Priority Goal 9: Move toward a carbon-neutral community.

Priority Goal 11: Provide opportunities for everyone in the Thurston Region to learn about and practice sustainability.

DRAFT

Priority Goal 12: Make strategic decisions and investments to advance sustainability regionally.

1.6.2 Leadership & Participation Goals

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

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

1.6.3 Community Goals

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

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

1.6.4 Economy Goals

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

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

1.6.5 Housing Goals

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

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

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

DRAFT

1.6.6 Transportation System Goals

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

1.6.7 Public Safety Goals

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

1.6.8 Environment Goals

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

1.7 Ongoing Review Program

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

1.8 Amendments, Public Participation, and Intergovernmental Coordination

1.8.1 Amendments

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

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

DRAFT

since the last amendment, in order to ascertain the cumulative impact of the proposed changes.

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

1. The circumstances of the emergency request, if processed within the normal amendment cycle, will result in delays that contribute to significant imminent impact on the community in general, or a specific neighborhood; and

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

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

1.8.2 Public Participation and Intergovernmental Coordination Procedures

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

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

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1. Before the due date for submittal of requests for Comprehensive Plan amendments, the City will publish an article on the City's media platforms and distribute it to local news media inviting amendment requests and informing the public of the deadline.

2. Proposed amendments to the Comprehensive Plan and development regulations that affect the unincorporated Urban Growth Area will be subject to public hearings by the Tumwater and Thurston County Planning Commissions, Tumwater City Council, and Thurston County Board of Commissioners.

3. City publications, bulk mail, direct mail, email, broadcast and print media, or the City's website should be utilized by the City to inform affected parties about current or proposed plans or regulations, as well as opportunities for participation in City decision processes.

4. Procedures for providing notice of public hearings are set forth in Chapter 18.60 Tumwater Municipal Code. The City should have proposed amendments to the Comprehensive Plan and development regulations available to the public for inspection at City Hall during regular business hours beginning on the first business day following the date the public hearing notice is published.

5. In addition to hearings and other formal opportunities for oral and written public comment, the City should use various outreach techniques such as opinion surveys, speakers programs, forums, workshops, open houses, hands–on events, and task forces.

6. The Planning Commission may request that the Mayor appoint a subcommittee of the Planning Commission when the size, technical complexity, or content of a proposed comprehensive plan or development regulation amendment warrant. The subcommittee would be responsible for preparing draft planning documents and ordinances for Planning Commission consideration. Subcommittee meetings would have the status of open public meetings, which can be attended by any interested individuals or groups.

7. Adjacent local jurisdictions, fire districts, school districts, public transit agencies, appropriate state agencies, Port of Olympia, and the Squaxin Island Tribe will be mailed a notice of draft Comprehensive Plan and development regulation amendment proposals prior to final

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adoption by the City Council. The notice will contain a description of the amendments and methods for obtaining the draft proposal. Methods for providing input will also be included. Whenever possible, this notification process will be accomplished prior to Planning Commission consideration and in conjunction with the state agency notification requirement set forth in RCW 36.70A.106.

1.9 Overall Comprehensive Plan Connections

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

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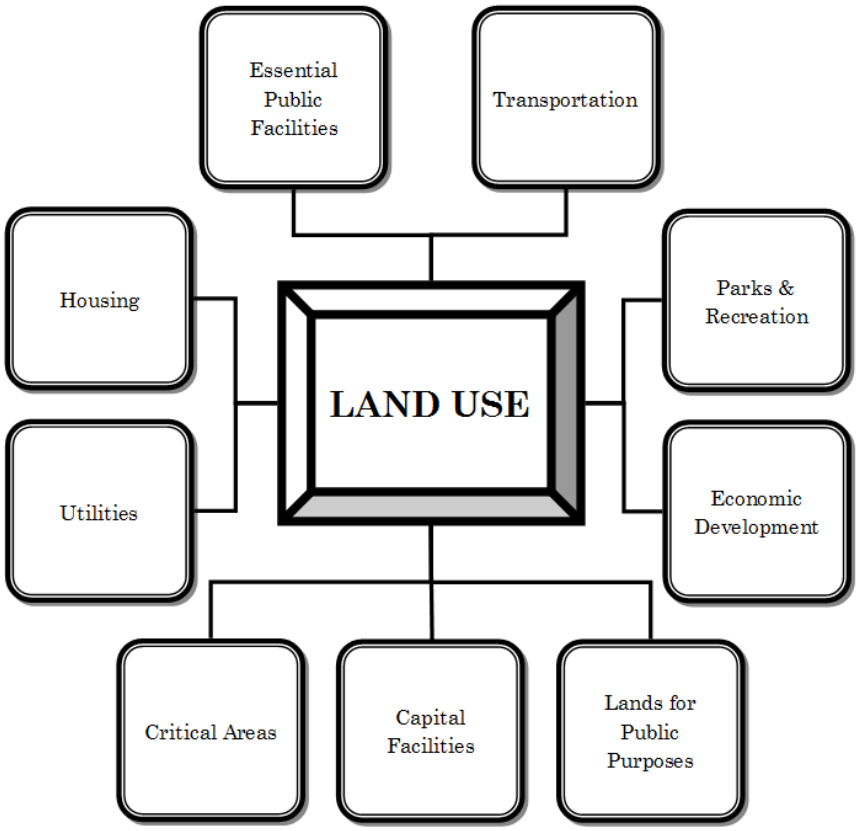
Figure 1. Comprehensive Plan Elements



1.10 Tumwater Community Profile

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

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

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

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

1.11 Tumwater Land Use Patterns

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

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

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

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

Major circulation routes in Tumwater include:

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

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- Tumwater Boulevard, which provides access to the southern part of Tumwater; and

- Trosper Road, which is the focal point of commercial activity in the central part of Tumwater.

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

1.12 Existing Land Use Distribution

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

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

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

1.13 Land Use Distribution

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

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

Table 2. Summary of Existing Land Use in Tumwater

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

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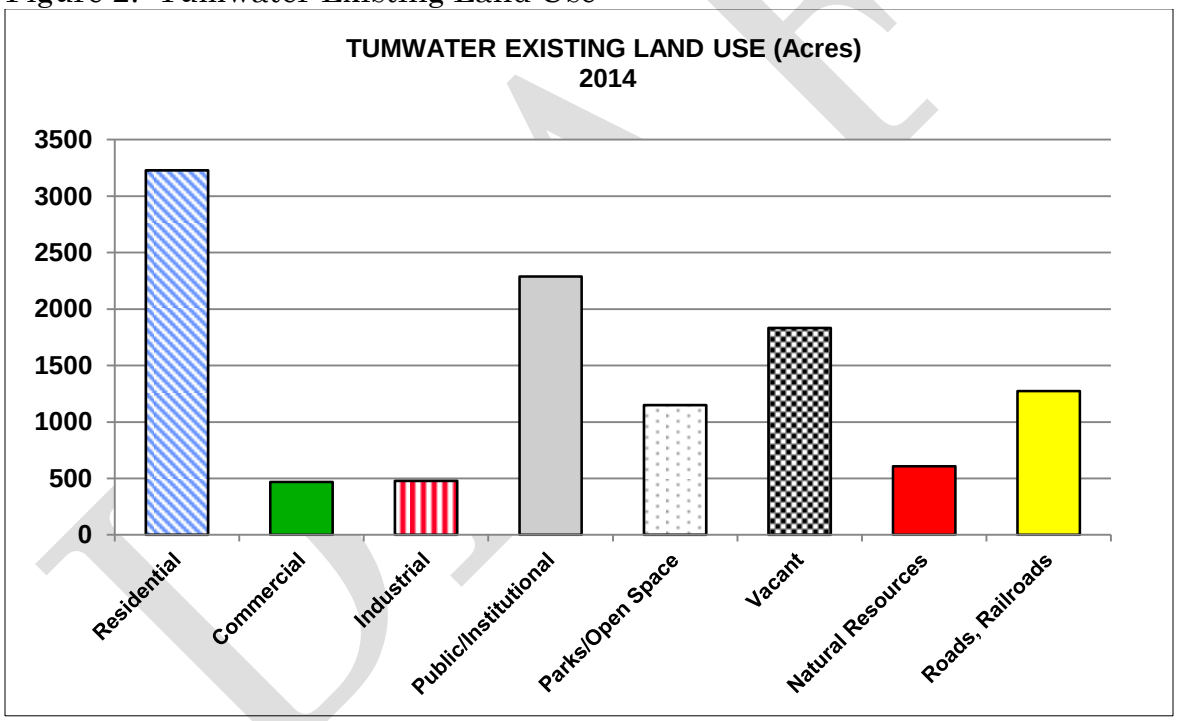
Type of Land Use	Acreage	Percentage
Parks and Open Space	1,148	10%
Vacant	1,831	16%
Natural Resources	608	5%
Roads, Railroads, and Rights of Way	1,273	11%
Total	**11,322**	100%

Source: Thurston Regional Planning Council data program.
Notes: Airport and surrounding Port of Olympia properties are classified as Public/Institutional.
Tumwater golf course is classified in Parks and Open Space.
Brewery properties are classified as Industrial.

Figure 2. Tumwater Existing Land Use



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

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

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

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

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

Source: Thurston Regional Planning Council data program.
Notes: Airport and surrounding Port of Olympia properties are classified as Public and Institutional.
Tumwater Golf Course is classified in Parks, Preserves, and Open Space.
Brewery properties are classified as Industrial.

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

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

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2 DESIGNATIONS AND DEFINITIONS

2.1 Introduction

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

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

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

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Table 5. Tumwater Land Use Designations

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

2.1.1 City-Wide Future Land Use Map

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

- The unique physical, social, and economic characteristics in the area.
- The type of existing development.
- Existing zoning regulations.
- Ownership patterns.
- The condition of existing structures.
- Subarea, district, and corridor plans previously adopted by the City guide land use patterns within specific areas in Tumwater. These plans

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include the Littlerock Road Subarea Plan, Brewery District Plan, and Capitol Boulevard Corridor Plan.

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

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

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

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

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

2.2 Residential Uses

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:

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- 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

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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
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

DRAFT

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.

DRAFT

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

DRAFT

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.

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

2.2.3 Single Family Medium Density (6-9 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

DRAFT

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.

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

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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.

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.

DRAFT

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	

DRAFT

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

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

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

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

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

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

- Transit orientation that lessens traffic impacts by providing ready access to mass transit and provides places to work and shop adjacent to living spaces, thus lessening the need to drive;

- The provision of affordable housing by providing more building lots available to develop at a lower cost;

- A pedestrian friendly environment due to well-designed streets, parks, and public open spaces; and

- The provision of a sense of community and place due to quality community design.

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

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

DRAFT

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

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

These could include:

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

DRAFT

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

Experiences from other successful communities suggest that aggressive marketing of focus areas by jurisdictions is needed for areas to redevelop as envisioned. If the zoning and master plan process has been completed with interest group involvement many of the concerns about development in the area should have already been answered.

DRAFT

2.4 Neighborhood Commercial

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

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

2.5 New Market Historic District

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

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

2.6 General Commercial

The intent of the General Commercial designation is to support and implement the goals of the Tumwater Economic Development Element, which was adopted in 1990. Among these goals are the establishment of a new commercial center for Tumwater,

DRAFT

the preservation of areas for commercial facilities, which make use of the close proximity to Interstate 5, and minimizing the undesirable impacts of such uses on the residential neighborhoods, which they serve.
The General Commercial designation has been used primarily in areas that were previously zoned Commercial Development (CD) although other commercial areas not zoned CD also received the designation. The General Commercial (GC) zoning designation, that replaced the CD zoning designation in 1995, should be the basis for implementing zoning in areas that are designated General Commercial.

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

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

2.7 Capitol Boulevard Community

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

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

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

DRAFT

residences, thus lessening the need to drive;

- Provides affordable housing by reducing development costs and encouraging a greater variety of housing options;

- Creates a pedestrian and bicycle-friendly environment with well-designed streets and public open spaces; and

- Provides a sense of community and place with quality community design.

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

2.8 Brewery District

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

The Brewery District designation is intended to foster development that:

- Creates a stronger sense of place by facilitating pedestrian access, establishing gathering places for residents, and fostering a distinct District identity;

- Improves transportation options, safety, and access within and across the District;

- Expands economic opportunity and activity; and

- Improves the function and appearance of the built environment; and

- Guides redevelopment of the former brewery site and integration into the surrounding neighborhood.

DRAFT

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

2.9 Light Industrial

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

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

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

2.10 Airport Related Industrial

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

2.11 Heavy Industrial

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

DRAFT

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

2.12 Utilities

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

2.13 Public and Institutional

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

2.14 Parks and Open Space

The Parks and Open Space designation is meant to support and implement the Parks, Recreation, and Open Space Plan (Element). The Parks and Open Space designation accommodates public recreational pursuits, retains views and historical

DRAFT

features, or preserves land in essentially a natural and open state. It also provides for continuation of agricultural uses. A site may also provide for or contain support uses consistent with community needs, provided there is appropriate opportunity for public review and comment.

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

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

2.15 Tumwater Town Center

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

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

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

2.16 Design Review

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

This trend and the movement to plan comprehensively will create new partnerships to achieve community goals. Public participation and interest in design will continue to increase with greater emphasis on design in City projects. With

DRAFT

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

DRAFT

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

DRAFT

- Conversions and additions
- Special needs housing

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

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

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

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

2.17 Maximum and Minimum Densities

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

2.18 Clustering

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

DRAFT

protection of open space and sensitive areas; and lower land development costs.

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

2.19 Modular and Manufactured Housing

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

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

2.20 Innovative Housing and Urban Planning Approaches Promoting Physical Activity

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

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

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

- Provide a denser, richer, and more equitable mixture of land uses, household types, building types, and socioeconomic groups.

DRAFT

- Provide infrastructure to increase walking, biking, and public transit to reduce dependence on the automobile wherever possible.

- Create compact communities that are built to preserve open space and natural systems and habitats.

DRAFT

3 LAND USE GOALS, POLICIES, AND ACTIONS

3.1 Introduction

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

3.2 Goals, Policies, and Actions

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

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

DRAFT

LU-1.5 Coordinate the Land Use Element with the *Port of Olympia Master Plan* (2016).

LU-1.6 Ensure consistency between the Land Use Element and Tumwater Historic District Master Plan.

LU-1.7 Coordinate the Land Use Element with the Shoreline Master Program.

LU-1.7.1 Make sure the Land Use Element is consistent with the recommendations of the Shoreline Master Program.

LU-1.8 Coordinate the Land Use Element with the City's Economic Development Element.

LU-1.8.1 Implement goals and associated policies and actions of the Economic Development Element.

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

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

LU-1.10 Coordinate the Land Use Element with the City's Lands for Public Purposes Element and the Capital Facilities Plan.

LU-1.10.1 Implement low impact development through land use and stormwater planning.

LU-1.11 Make capital budget decisions consistent with the comprehensive plan in accordance with RCW 36.70A.120 (Reference the City's current six-year Capital Facilities and Transportation Improvement Plans).

LU-1.12 Coordinate the Land Use Element with local, state, and national initiatives that support the City's vision whenever practical to increase the chance of additional funding.

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

DRAFT

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.

DRAFT

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

DRAFT

Lands for Public Purposes Element, the Capital Facilities Plan, and site plan review in order to achieve concurrency.

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

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

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

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

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

Policy **Action**

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

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

LU-4.2.1 Consider revision of the City's Development Standards to encourage innovative land use management techniques. (Reference Goal LU-2.3.1)

LU-4.3 Continue to allow manufactured housing on individual lots within the City, as well as within mobile and manufactured home parks, to encourage affordable housing.

DRAFT

LU-4.3.1 Consider methods to provide sufficient land for manufactured housing in accordance with the Growth Management Act.

LU-4.4 Permit implementing regulations to experiment in new forms of residential development where amenities of open space, privacy, and visual quality can be maintained or improved, and flexible solutions to land use problems such as density, diversity, equitability, and affordability can be achieved.

LU-4.4.1 Consider revision of the City's Development Standards to encourage innovative land use management techniques. (Reference Goal LU-2.3.1)

LU-4.5 Encourage higher density residential uses in order to provide affordable housing. These uses should blend with the existing character of the community.

LU-4.6 Increase housing types and densities in corridors and centers to meet the needs of a changing population.

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

Policy **Action**

LU-5.1 Ensure coordination with the Transportation Element.

LU-5.2 Ensure coordination with the Thurston Regional Transportation Plan.

LU-5.2.1 Ensure the eleven County-Wide Policy elements in the County-Wide Policy Plan are implemented. (Reference Goal LU-1.1.1)

LU-5.3 Ensure coordination with the Parks, Recreation, and Open Space Plan (Element).

LU-5.4 Established pedestrian and bicycle trail links with various parts of Tumwater and within the business area.

LU-5.4.1 Ensure coordination of the Land Use Element with the

DRAFT

Parks, Recreation, and Open Space Plan (Element) and the Transportation Element.

LU-5.5 Encourage provision of urban plazas and access to transit stops when new construction or major renovation is proposed. Incentives for providing such amenities should be sought.

LU-5.5.1 Consider revision of the City's Development Standards to encourage provision of these amenities. Consider development of a citywide design standards program. (Reference Goal LU-2.3.1)

LU-5.6 Allow densities and mixes of uses that reduce the number and lengths of vehicle trips and increase the opportunity to use public transit and non-motorized modes of travel.

LU-5.7 Reinforce the link between land use and public transportation by encouraging development to occur at urban residential densities along designated transit corridors, nodes, and near commercial centers.

LU-5.8 Ensure proposed capacity improvements to the City's transportation systems are designed to serve proposals that are contiguous to existing development, as a means to discourage the occurrence of "leap frog" development patterns.

LU-5.9 Provide development incentives, such as increased density, increased square footage, or increased height for proposed land developments located adjacent to transportation corridors when amenities for transit users, bicyclists, and pedestrians are included.

LU-5.10 Encourage land development proposals to utilize the capacity of the existing transportation system, especially transit and non-motorized modes.

LU-5.11 Encourage public and private development proposals to enhance the street side environment to maximize comfort for the transit user and the pedestrian.

LU-5.12 Encourage subdivision and commercial and retail project design that facilitates cost-effective transit and emergency service delivery.

LU-5.13 Discourage transportation improvements, regardless of their financing

DRAFT

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*

DRAFT

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.

Policy **Action**

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.

Policy **Action**

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

DRAFT

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.

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

LU-9.5 Do not permit private residential gated communities.

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

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

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

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

Policy	Action
LU-10.1	Implement the goals, policies, and actions of the Economic Development Element through the Land Use Element.
LU-10.2	Encourage industry clusters to create jobs, and increase revenue circulation locally.
LU-10.3	Ensure adequate supply of developable land along primary transportation corridors and invest in commercial and industrial redevelopment.
LU-10.4	Encourage developers to concentrate non-residential land uses in integrated centers in order to insure convenient access and prevent strip development.
LU-10.5	Group commercial, industrial, and manufacturing uses into centers rather than dispersed throughout the City. These centers shall have a landscaped, urban park quality.
LU-10.6	Rest future development of commercial, manufacturing, and light industrial areas in Tumwater on a comprehensive, integrated planning scheme incorporating performance standards regarding green belts, and buffering, landscaping, parking facilities, and other items of site

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design as appropriate.

LU-10.7 Use land use regulations to guide new industrial development into areas and patterns that minimize heavy trucking through residential and business areas.

LU-10.8 Ensure commercial and industrial structures, where practical, are low profile and provide landscaping including lawns, trees, and shrubs.

LU-10.9 Locate commercial and industrial land uses close to arterial routes and freeway access and rail facilities.

LU-10.10 Encourage neighborhood commercial uses that supply nearby residents with everyday convenience shopping goods in the City to reduce traffic generation, where, generally, these uses are very small, not generate excessive traffic, and compatible with nearby residences.

LU-10.11 Encourage businesses to allow food trucks at work sites to bring diverse meal options and fresh produce to workers.

LU-10.12 Emphasize sustainable practices while encouraging economic development.

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

Policy **Action**

LU-11.1 Recognize potential energy efficiencies associated with mixed-use developments and centers.

LU-11.2 Encourage building design, orientation, and land use arrangements that take advantage of natural landforms, existing vegetation, and climatic features for reducing energy demands for heating and cooling purposes.

LU-11.3 Aggressively pursue conservation or system improvements as a potential means to defer the siting and development of new facilities where appropriate.

LU-11.4 Recognize savings in energy usage for heating and cooling purposes associated with common wall construction.

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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.

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

Policy **Action**

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

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

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

Policy **Action**

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

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

3.3 Implementation Policies

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

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

1. Change zoning designations, as may be appropriate, in certain areas of the City to be consistent with the overall City Land Use Map, the individual neighborhood maps, and policies.

2. Develop or modify existing zoning and land use regulations to achieve mixed-use areas, allow clustering and the use of innovative housing techniques, and address infill.

3. Protect Olympia Regional Airport from incompatible uses by applying development standards of the Airport Overlay Zone, Chapter 18.32 of the Tumwater Municipal Code. The Airport Overlay Zone addresses three primary issues further described below: height hazards, compatible land uses, and Airport Overlay Zone disclosure statements. Any changes to this chapter, as may be appropriate, should be made after consideration of the State Department of Transportation Aviation Division Publication "Airports and Compatible Land Use, Volume 1," and other best available technical information to the extent practical within an urban area.

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

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

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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

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warehouse distribution center and warehousing that is accessory to a manufacturing use.

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4 LAND SUPPLY ANALYSIS

4.1 Introduction

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

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

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

> *11.1. Process to determine and assure sufficiency of Urban Growth Areas to permit projected urban population:*
>
> *a. The state Office of Financial Management (OFM) growth management planning population projections for Thurston County will be used as the range of population to be accommodated for the coming 20 years.*
>
> *b. Within the overall framework of the OFM population projections for the County, Thurston Regional Planning Council will develop countywide and smaller area population projections, pursuant to RCW 36.70A.110 and based on current adopted plans, zoning and environmental regulations and buildout trends.*
>
> *c. A review and evaluation program pursuant to RCW 36.70A.215 ("Buildable Lands Program") will be established. The evaluation and subsequent updates required under the Buildable Lands Program will follow timelines in the RCWs, subject to availability of State funding. This evaluation may be combined with the review and evaluation of county and city comprehensive land use plans and development regulations required by RCW 36.70A.130 (1), and the review of urban growth areas required by RCW 36.70A.130(3).*

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i. In the event of a dispute among jurisdictions relating to inconsistencies in collection and analysis of data, the affected jurisdictions shall meet and discuss methods of resolving the dispute.

ii. Nothing in this policy shall be construed to alter the land use power of any Thurston County jurisdiction under established law.

iii. Because inclusion of this policy is as a result of state mandated legislation, implementation of this policy shall be commensurate with state funding.

d. The Thurston Regional Planning Council will review the smaller area population projections to assure that the 20-year population is accommodated county-wide, and that urban growth areas are of sufficient area and densities to permit the projected urban population.

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

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

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

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

DRAFT

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

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

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

Source: [1] Office of Financial Management, Forecasting Division
[2] The Profile, October 2015, Thurston Regional Planning Council, and the Population and Employment Forecast for Thurston County Final Report

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

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

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

4.2 Partially Used and Under Utilized Land Supply Analysis

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

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4.3 Developable or Re-developable Land Supply Analysis

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

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

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

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

3. A certain amount of vacant land will be developed into uses other than residential. These uses include churches, parks, schools, and daycares, all of which are currently allowed within residential zones. Thurston Regional Planning Council estimates that these uses will consume varying amounts of land within different residential zones.

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

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

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

Table 9. Buildable Commercial Land in Acres

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

Notes: [1] Land with moderate to high likelihood of intensifying uses.
[2] Development potential not estimated for Port of Olympia's Tumwater properties and Brewery Properties.

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Table 10. Buildable Industrial Lands in Acres

City or Growth Area	Zone	Vacant or Partially-used	Redevelopable[1]	Other
City	Airport Related Industry	0	0	Unknown [2]
	Heavy Industrial	4	1	
	Light Industrial	811	131	Unknown [2]
Urban Growth Area	Light Industrial	189	27	Unknown [2]
	Total	**1,004**	**160**	

Notes: [1] Land with moderate to high likelihood of intensifying uses.
[2] Development potential not estimated for Port of Olympia's Tumwater properties and Brewery Properties.

4.4 Analysis of Population Accommodation

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

Table 11. Residential Land Supply and Future Development Capacity

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

DRAFT

			Residential Capacity		
City or Urban Growth Area	**Zone**	**Residential Buildable Land Estimate in year 2000 (Acres)**	**2014 Dwelling Units**	**Additional Residential Capacity on Buildable Land (2015-Buildout)**	**Redevelopment & Accessory Dwelling Unit Estimate**
City	Multi-Family High Density Residential	12	1,053	356	0
City	Multi-Family Medium Density Residential	157	1,658	1,062	-
City	Manufactured Home Park	6	506	28	-
City	Mixed Use	5	84	117	8
City	Residential and Sensitive Resource	149	256	414	-
City	Single Family Low Density Residential	674	2,314	2,979	6
City	Single Family Medium Density Residential	414	3,468	1,998	44
City	Town Center Mixed Use	0	0	6	1
City	Town Center Residential	1	165	18	14
UGA	Commercial Development	0	23	1	2
UGA	Multi-Family Medium Density Residential	67	430	387	-
UGA	Residential and Sensitive Resource	36	132	84	-
UGA	Single Family Low Density Residential	371	604	1,507	-
UGA	Single Family Medium Density Residential	108	102	695	0

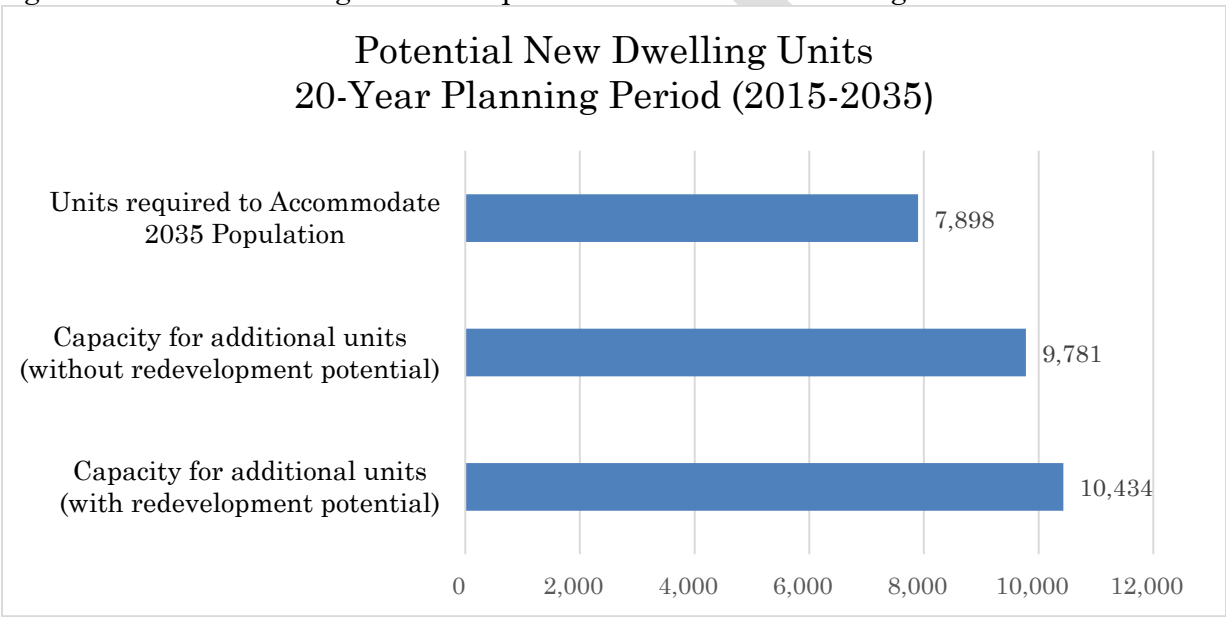
DRAFT

			Residential Capacity		
City or Urban Growth Area	**Zone**	**Residential Buildable Land Estimate in year 2000 (Acres)**	**2014 Dwelling Units**	**Additional Residential Capacity on Buildable Land (2015-Buildout)**	**Redevelopment & Accessory Dwelling Unit Estimate**
	Total	**2,010**	**11,067**	**9,781**	**653**

Source: Thurston Regional Planning Council Data Program

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

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



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

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

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

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

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