

**CITY OF TUMWATER AND
THURSTON COUNTY
JOINT PLAN UPDATE**

**(CITY RESOLUTION NO. R2021-004/
COUNTY ORDINANCE NO. TO BE ASSIGNED)**

STAFF REPORT

**JOINT CITY AND COUNTY
PLANNING COMMISSION PUBLIC HEARING**

Issue

The Tumwater and Thurston County Joint Plan was adopted in 1995 with minor amendments in 2009. The joint City and County Planning Commissions are considering the first substantial update of the Joint Plan since its adoption in 1995.

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Summary

The Tumwater and Thurston County Joint Plan is a comprehensive plan for the unincorporated portion of the City of Tumwater urban growth area prepared jointly by the City and the County. The Joint Plan is a component of both the City and County's Comprehensive Plans.

The purpose of the Joint Plan is to provide a framework to guide future development in the Joint Plan area (or Urban Growth Area, the terms are interchangeable) during its transition from rural- to urban-level development. The Plan serves as the basis for future planning decisions by each jurisdiction in the Joint Plan area. The Joint Plan is intended to allow the City and the County to create a shared vision with the public participation for the future of the City's Urban Growth Area to guide development code adoption.

The Joint Plan was adopted in 1995 with minor amendments in 2009. This is the first substantial update of the Joint Plan since its adoption.

Background

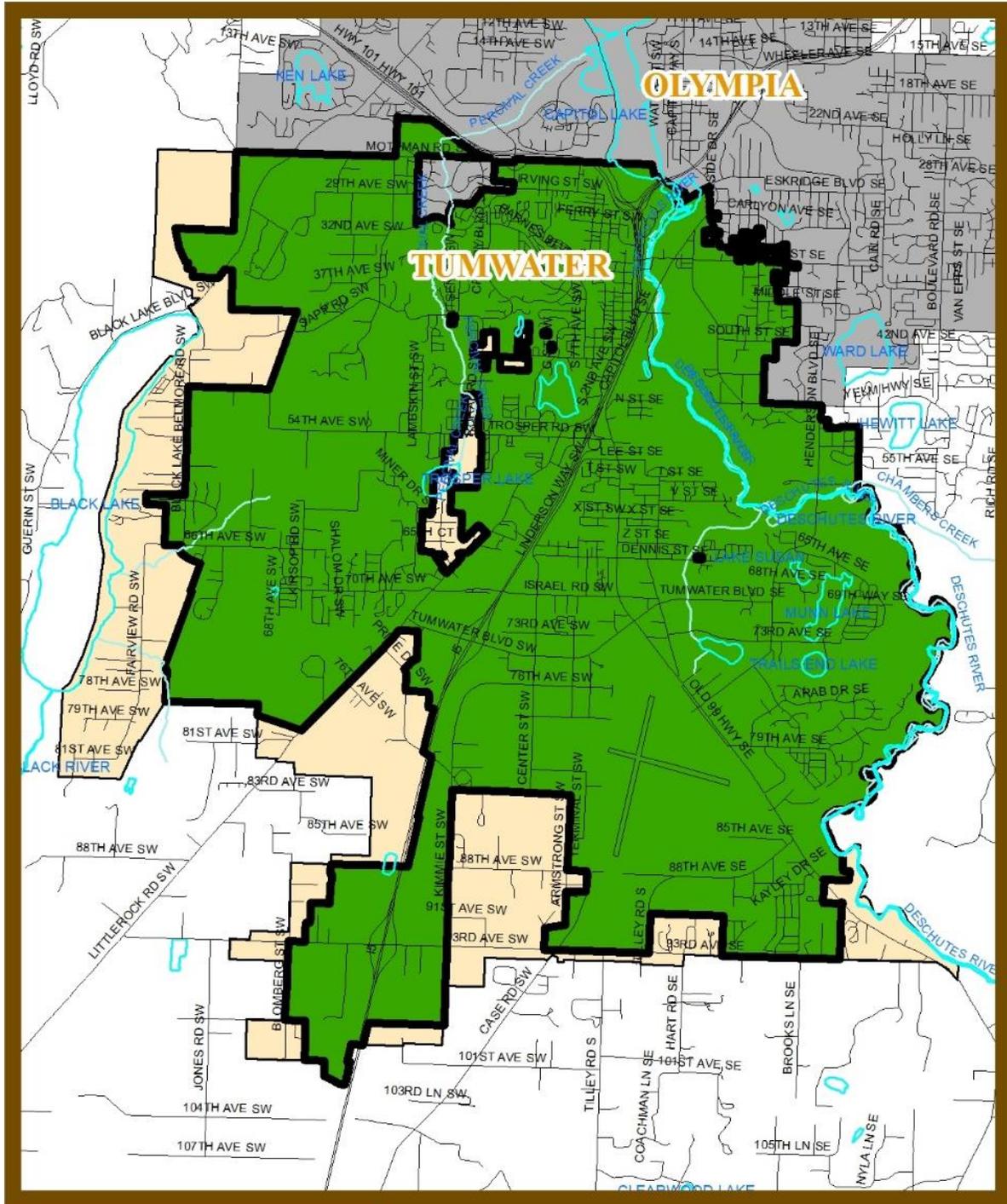
The Cities of Lacey, Olympia, and Tumwater and Thurston County formally started joint planning in the 1988. After the adoption of the Growth Management Act in 1990, Thurston County and each of its Cities adopted a Comprehensive Plan, established a 20-year urban growth boundary jointly for each urban area, and Thurston County created County-Wide Planning Policies.

The Tumwater City Council and Thurston County Commissioners authorized work to begin on the City and County Joint Plan for the City's Urban Growth Area in 1993. The Plan was adopted in 1995 to meet the intent of the County-wide Planning Policies. The Plan is intended to guide future development in the Joint Plan area during its transition from rural to urban-level development.

The Joint Plan was subsequently amended in 2009.

In 1995, the City of Tumwater Joint Plan area was approximately 8,253 acres. In 2021, it is now approximately 2,820 acres.

See a map of the Joint Plan areas on the next page.



MXD: City Limits and UGA 2021
 This map last updated: 3/17/2021
 This map was created by the City of Tumwater Community Development Department using ArcGIS 10.7

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Legend

- Tumwater City Limits
- Tumwater Urban Growth Area
- City of Olympia



The current effort is the first substantial update to the Joint Plan since 1995. The Tumwater City Council included the Joint Plan update in the City's 2021 Long Range Planning work program approved on January 19, 2021.

Structure of the Tumwater and Thurston County Joint Plan

The Joint Plan is organized into eleven chapters.

Chapter 1 – *Introduction* includes background information that provides the context in which the Joint Plan was developed. It also states the purpose of the Joint Plan and describes the public involvement process that was used in its development.

Chapter 2 – *Description of Joint Planning Area* describes the study area of the Joint Plan. It also discusses the urban growth boundary established by the Joint Plan, as well as how that boundary is different from the urban growth boundary established by the 1988 *Memorandum of Understanding: An Urban Growth Management Agreement*.

Chapter 3 – *Land Use* through Chapter 10 – *Public Facilities and Services* addresses an element of the Joint Plan as required or suggested by the Growth Management Act. Chapter 3 addresses land use, including maps showing future land use designations that will be applied within the Joint Plan area. Chapters 4 through 8 incorporate into the Joint Plan the *Lands for Public Purposes, Housing, Parks, Recreation, and Open Space*, and *Economic Development* elements of the City of Tumwater Comprehensive Plan, respectively. Chapters 9 and 10 address future transportation and other public facilities and services that will be needed to serve the projected development within the Joint Plan area over the next 20 years.

Chapter 11 – *Implementation* describes how the Joint Plan should be implemented. It includes recommendations for zoning changes, coordination between local governments and other service providers to ensure smooth transitions of service provision as the planning area urbanizes, plan amendments, and other necessary considerations to accomplish the goals of the Joint Plan.

Primary Areas of Discussion

The Joint Plan is a large document. Here are some of the areas that the Planning Commissions focused their discussions on at their March 31, 2021 briefing and April 15, 2021 worksession.

1. Land Use Supply and Capacity

The draft 2020 *Buildable Land Report for Thurston County* noted that the urban areas in the County, which are the cities plus the unincorporated Urban Growth Areas, contains sufficient land to accommodate the projected

20-year population growth. Based on adopted policies in Thurston County as of 2017, the evaluation showed that:

- There is sufficient residential, commercial, and industrial land supply to accommodate projected population growth to the year 2040 in Thurston County's urban areas.
- Each urban area in the County has designated sufficient land supply to accommodate its projected population growth to the year 2040.

Urban residential densities are being met. The draft 2020 *Buildable Land Report for Thurston County* noted that "...overall, Thurston County urban areas are achieving urban densities greater than the rule of thumb threshold of four dwelling units per acre.

- With the exception of Grand Mound, which saw a small number of new homes permitted, all Thurston County urban areas with sewer service are achieving urban densities. For health code reasons, densities must be lower than four units per acre, when sewer service is not available.
- Achieved densities are higher within incorporated city limits than the unincorporated urban growth area."

Questions remain as to how much of the residential land supply will be available for development due to federal endangered species listings, the availability of water, and the difficulty of extending sewer service to some parts of the Urban Growth Areas.

For the Joint Plan update this means:

1. Staff is not recommending a change in the size of the Joint Plan area (Urban Growth Area) for the City of Tumwater.
2. Aside from the specific Joint Plan land use map amendments and associated rezones below, no adjustments to the balance of residential, commercial, industrial lands is recommended as part of the Joint Plan update.
3. No adjustments are needed to the minimum densities required in residential land use designations and zone districts. However, there is a gap between net and gross densities.

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 floodplains, wetlands, and steep slopes. Net density can also be defined as developable land.

Gross density means the total number of dwelling units divided by the total land area of the site or area excluding nothing. The difference

between gross and net density is critical. Roads and parking, both included in gross density, often require up to 20% of a site.

When calculating densities for a specific residential development project the City uses net density, while the County uses gross density. In the Joint Plan area, staff recommends that net density be used in the Joint Plan area to reflect the urban development level.

2. Policy Review

A. Land Use Element Goals and Policies

The Land Use Element is the largest section of the Joint Plan and it covers the goals and policies that establish the direction for the future growth of the Joint Plan area. The goals and policies are intended to ensure coordination with other City and County Comprehensive Plan elements, regional plans, and County-Wide Planning Policies. Additionally, the goals and policies serve to define the action plan for implementing the Joint Plan recommendations found in Chapter 11, *Implementation*.

B. Public Facilities and Services Element Goals and Policies

Chapter 10 – *The Public Facilities and Services Element* is the second largest section of the Joint Plan. It covers the goals and policies that establish how public facilities and services will be provided to support the future growth of the Joint Plan area. The goals and policies are intended to ensure coordination with other City and County Comprehensive Plan elements, regional plans, and County-Wide Planning Policies.

Additionally, the goals and policies of the *Land Use* and the *Public Facilities and Services* element serve to define the action plan for implementing the Joint Plan recommendations found in Chapter 11 – *Implementation*.

C. Other Elements

In the Joint Plan, Chapters 4 – *Lands for Public Purposes*, 5 – *Utilities*, 6 – *Housing*, 7 – *Parks, Recreation, and Open Space*, 8 – *Economic Development*, and 9 – *Transportation* are incorporated by reference from those elements of the same name in the City of Tumwater Comprehensive Plan. There are no proposed amendments to those elements proposed as part of the Joint Plan update.

3. Joint Plan Land Use Map Amendments

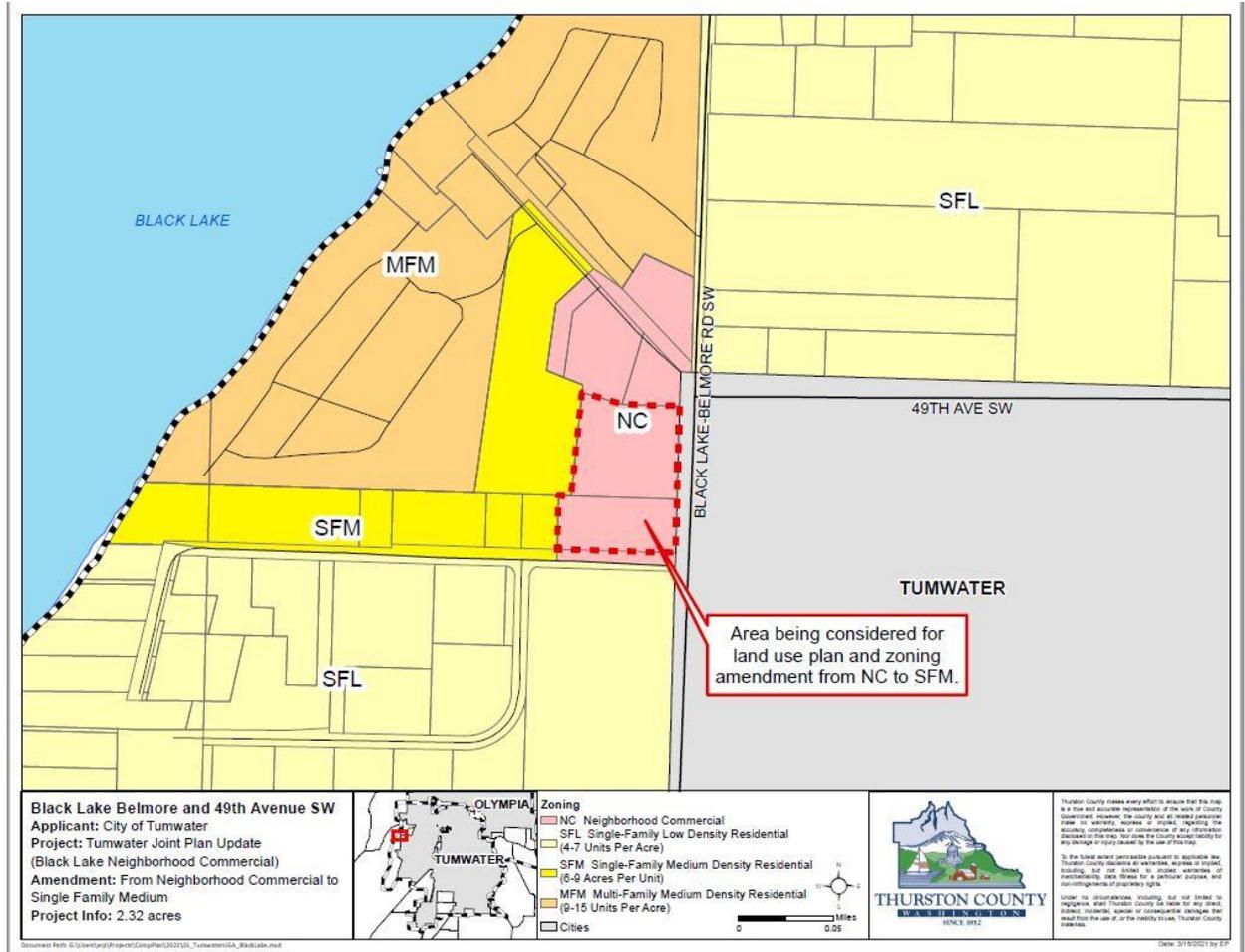
The following land use map and zoning map amendments are under consideration by County Community Planning and the City for the Joint Plan update. These amendments would allow for more seamless future annexations to City from an administrative standpoint, while providing consistent standards and predictability for the public.

A. Black Lake-Belmore Road and 49th Avenue SW

Several parcels at the intersection of Belmore Road and 49th Avenue SW are designated Neighborhood Commercial (NC) in the Joint Plan area land use map and zoning map.

As part of the City's 2018 Comprehensive Plan amendment process, the City studied all the Neighborhood Commercial (NC) areas in the City and the Joint Plan area to determine if the designation was still appropriate, based on the size of the areas designated and the likelihood of projected development at each location.

The final Tumwater City Council recommendation to the Thurston County Board of Commissioners as part of Ordinance No. O2018-006 was that the area designated Neighborhood Commercial (NC) at the intersection of Belmore Road and 49th Avenue SW should be smaller to allow for redevelopment as Neighborhood Commercial (NC) and that two parcels (1283-22-32102 and 1283-23-20205), currently developed with single-family homes, should change from Neighborhood Commercial (NC) to Single Family Medium Density Residential (SFM). The two parcels total approximately 2.32 acres.



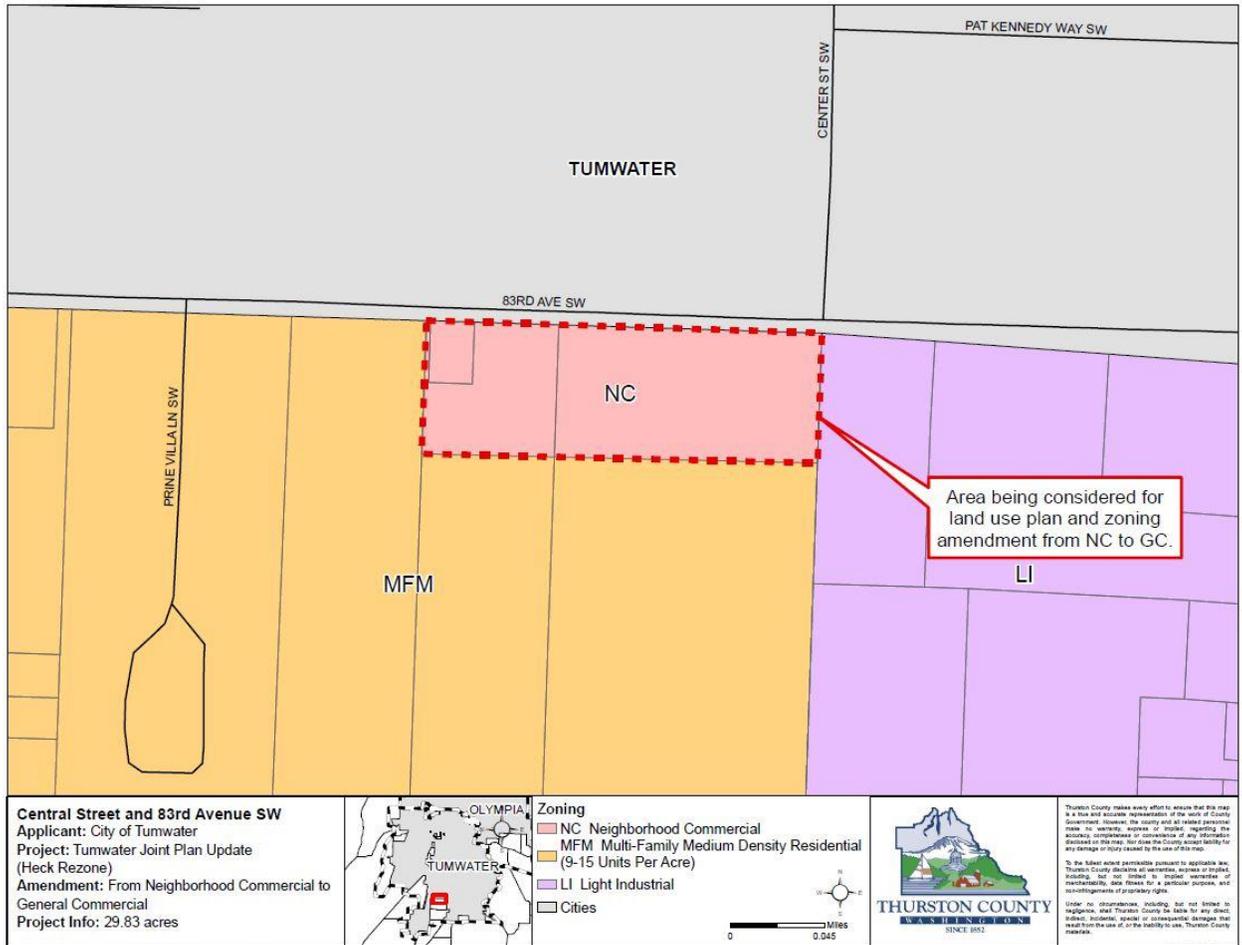
B. Center Street and 83rd Avenue SW

The northern ends of two parcels (1271-52-10100 and 1271-52-10201) near Center Street and 83rd Avenue SW are designated Neighborhood Commercial (NC) in the Joint Plan area land use map and zoning map.

As part of the City’s 2018 Comprehensive Plan amendment process, the City studied all the Neighborhood Commercial (NC) areas in the City and the Joint Plan area to determine if the designation was still appropriate, based on the size of the area designated and the likelihood of projected development.

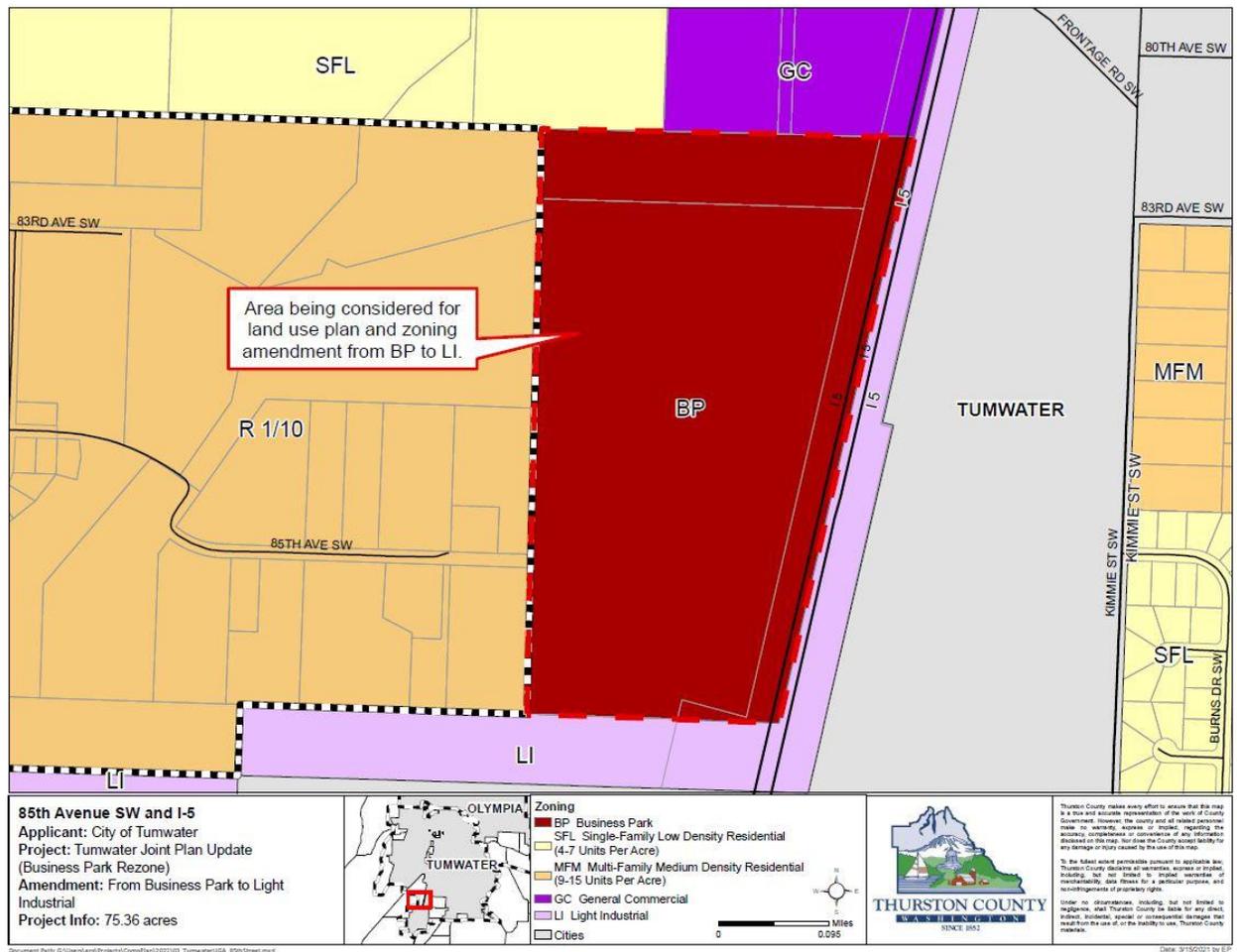
The final Tumwater City Council recommendation to the Thurston County Board of Commissioners as part of Ordinance No. O2018-006 was that the area designated Neighborhood Commercial (NC) near Center Street and 83rd Avenue SW should change from Neighborhood Commercial (NC) to General Commercial (GC), which would be a more appropriate designation with the surrounding land use designations and zone districts, which are Airport Related Industry (ARI), Light

Industrial (LI), and Multifamily Medium Density Residential (MFM). One parcel contains a small, private RV park. The second parcel has a single-family residence. The total area under consideration is 7.6 acres.



C. 85th Avenue SW and Interstate-5

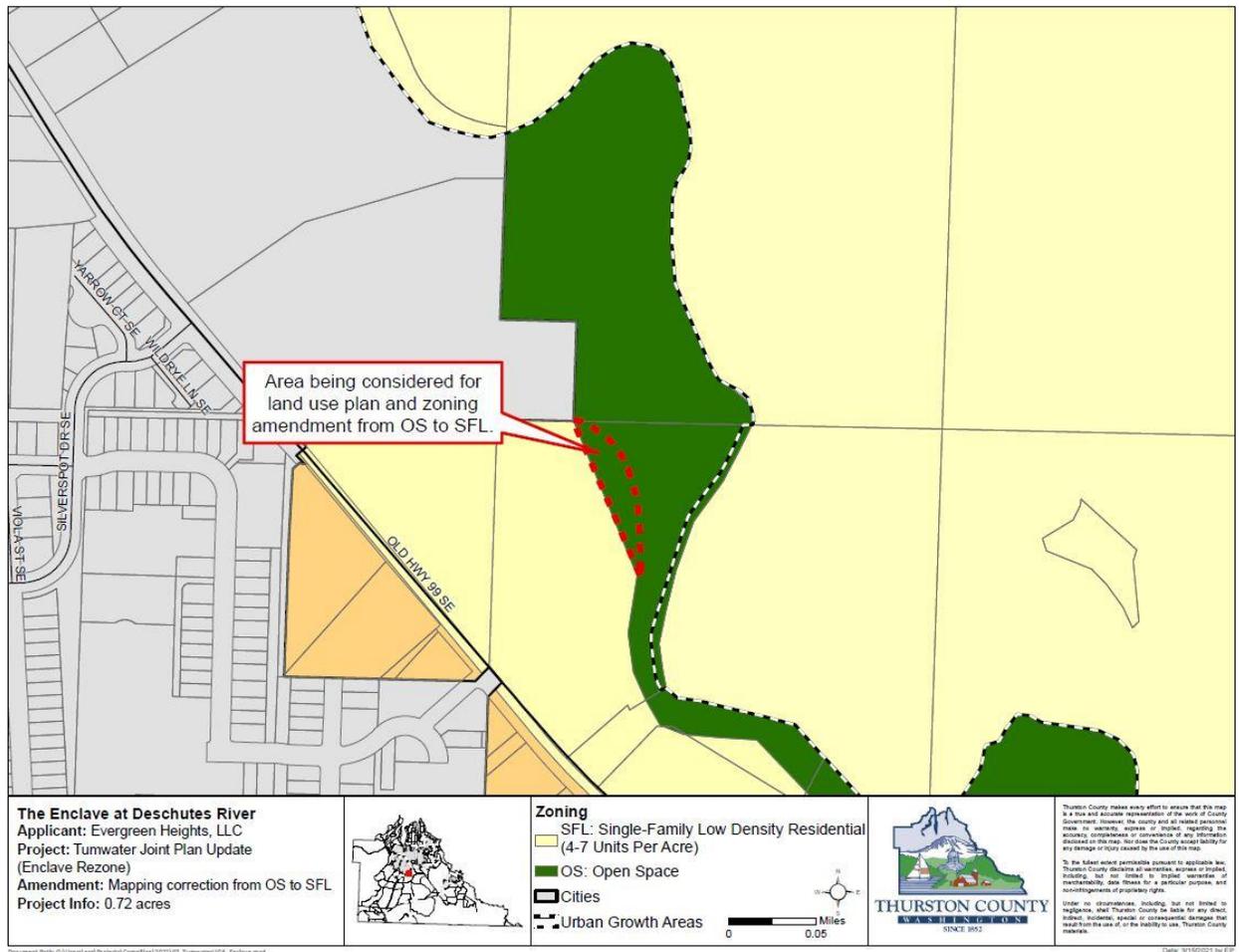
The Tumwater City Council repealed the Business Park (BP) zone district in 2017 by Ordinance O2017- 017 and requested that Thurston County also replace the Business Park (BP) land use designation and zone district with Light Industrial (LI). There is only one parcel (0952-00-05000) in the Joint Plan area that has this land use designation and zoning district. The total acreage under consideration is 75.36 acres.



D. The Enclave at Deschutes River

This proposed amendment includes two parcels (1271-31-30000 and 1271-34-20102) that lie between Old Highway 99 and the Deschutes River. The parcels have split land use and zone district designations, which are Open Space (OS) and Single Family Low Density Residential (SFL). The request for this land use and zoning change was made by the property owner in 2019.

The County and the City recognized this as a mapping error and agreed to review the land use and zoning amendment with the Joint Plan. The boundary line between Single Family Low Density Residential (SFL) and Open Space (OS) land use and zone district designations should follow the steep slope above the Deschutes River. Correcting the error will allow approximately 0.5 acres to be added to the Single Family Low Density Residential (SFL) land use and zone district designations. The required Shoreline Master Plan (SMP) setbacks and other critical area regulations would not be altered.

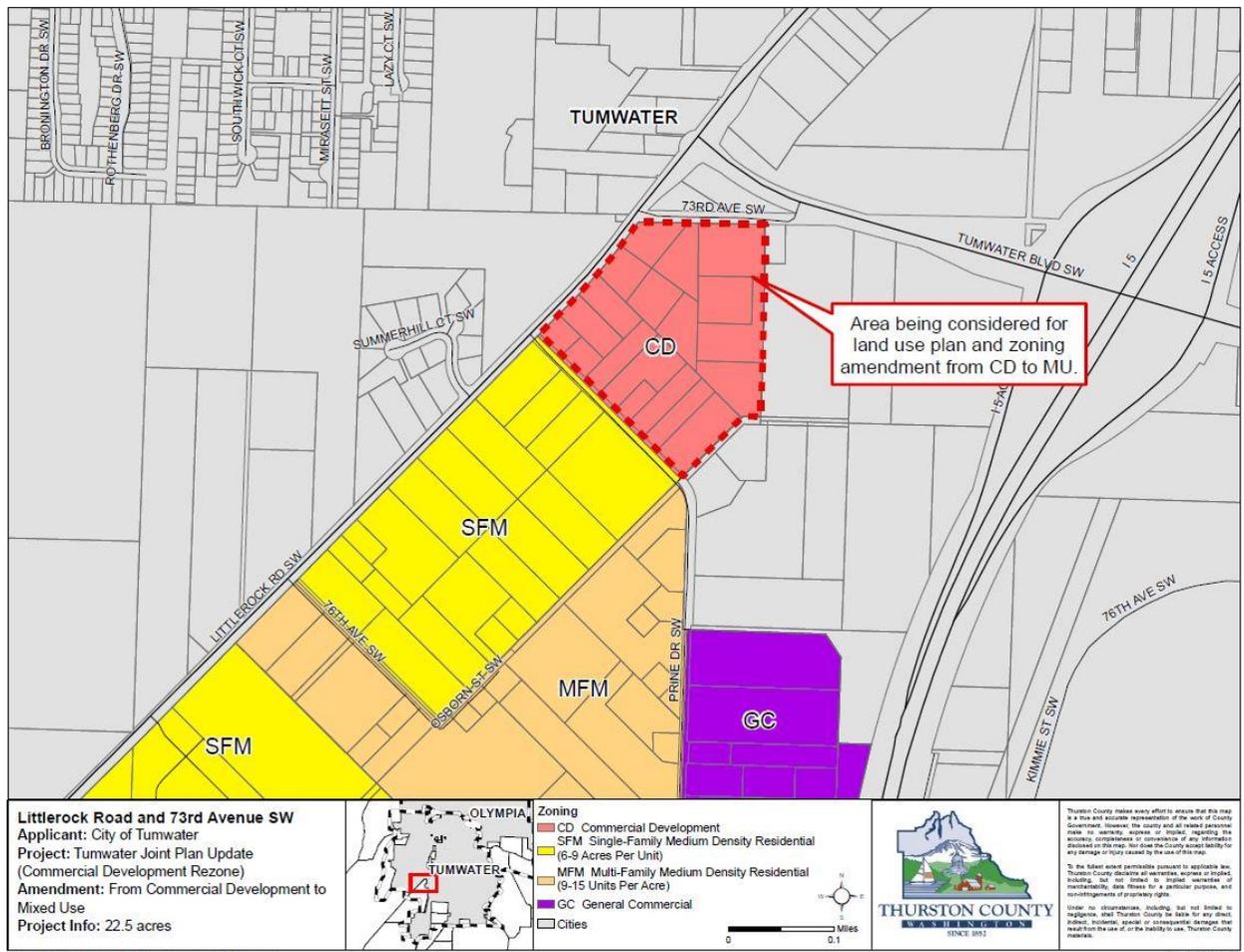


E. Littlerock Road and 73rd Avenue SW

The City no longer has a Commercial Development (CD) land use designation or zone district. The City proposal is to change the land use designation and zone district from Commercial Development (CD) to Mixed Use (MU) for an area of 19 parcels.

Thurston County would repeal the Commercial Development (CD) zoning district in Title 22 *Tumwater Urban Growth Zoning* of the Thurston County Code. The County currently has development standards for Mixed Use (MU) zone district.

This proposed amendment would streamline the development code and development standards, and reflect the Mixed Use (MU) land use designation and zone district at the intersection of Littlerock Road and Israel Road SW in the City immediately to the north.



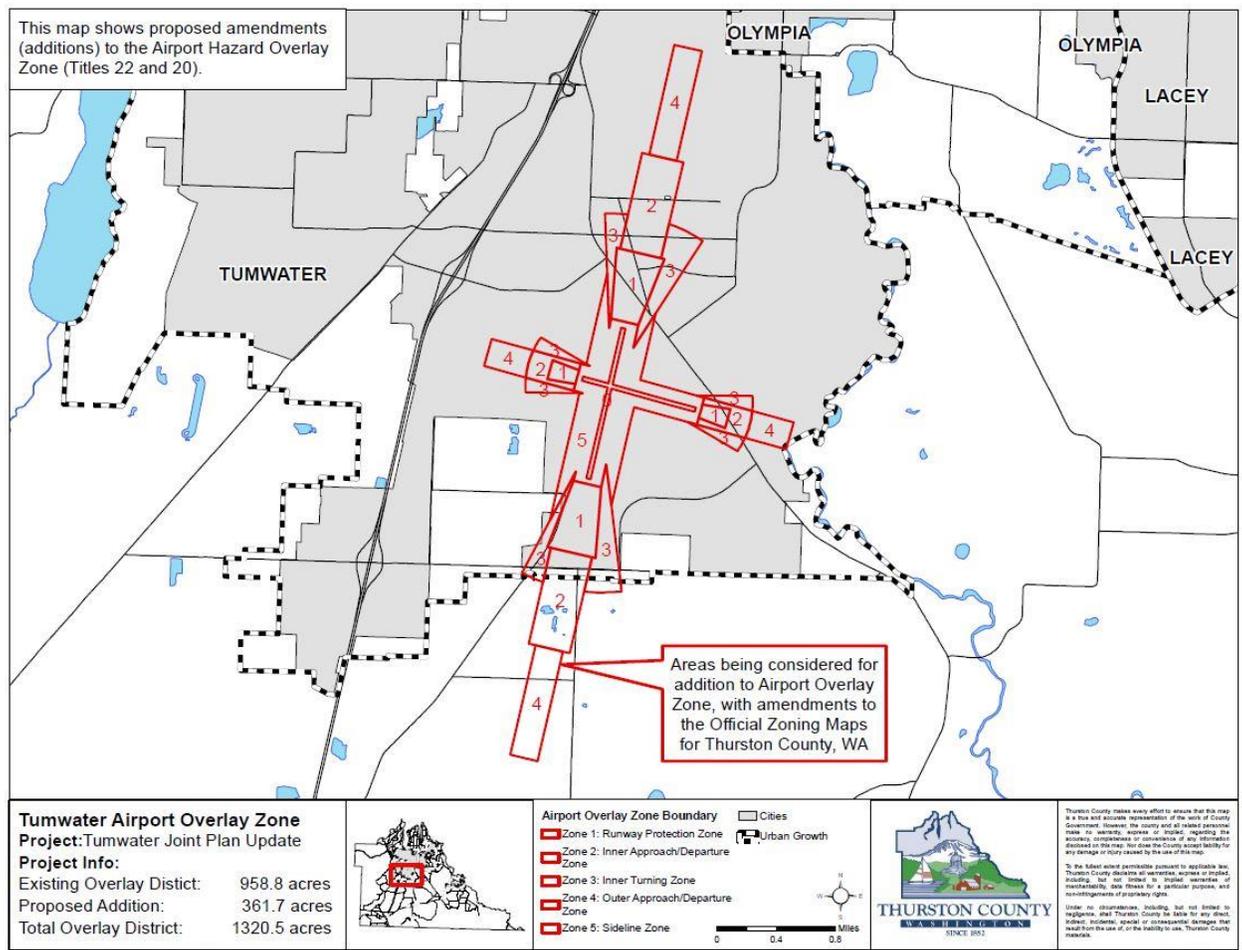
F. Airport Hazard Overlay Zone

The County has only adopted a part of the Airport Hazard Overlay (AH) zone in the past, and consequently the County’s current Airport Hazard Overlay (AH) zone is smaller than what is needed for current and future airport traffic. The County proposes to amend the Airport Hazard Overlay (AH) zone to include an additional 362 acres for consistency with City’s currently adopted Airport Overlay (AH) zone. The underlying land use designations and zone districts would not change for affected properties. This change is needed to protect the public health and safety of County citizens.

The County’s current Airport Hazard Overlay (AH) zone has very limited development standards—nothing more than general restrictions on lighting, uses that encourage large groups of people, and flammable substances. Repealing and replacing Chapter 22.32 *Airport Hazard Overlay* of the Thurston County Code with standards that align with the City’s Airport Overlay development standards

would add clarity to the county’s development code and provide consistency in the City’s Urban Growth Area.

The amended Airport Hazard Overlay (AH) zone would include some additional prohibited uses, such as schools, day cares, churches, hospitals, and additional regulations on density, flammable and combustible materials, noise, land divisions, and requirement of a disclosure statement. A new chapter would also be added to Title 20 *Zoning*, the rural County Zoning Ordinance, to include standards for the rural county, where the amended overlay zone would affect.



4. Joint Plan Implementation

Chapter 11 – *Implementation* describes how the Joint Plan should be implemented. It includes tables that are recommendations for ongoing actions to implement the Joint Plan, zoning code amendments, coordination between the City and County and other service providers to ensure smooth transitions of service provision as the planning area urbanizes, plan

amendments, and other necessary considerations to accomplish the goals of the Joint Plan.

The tables in the chapter include the following information: implementation actions, Joint Plan policy basis for the actions, the responsible jurisdiction (City and/or County), and the status (ongoing or completed). The numbering in the tables is for reference only, there is no priority assigned to the numbers. This could be a discussion item for the Planning Commissions, as well as the adding a schedule column for the actions, which could be general in nature.

The tables cover the following:

- 1) Comprehensive Planning Implementation Actions
- 2) Urban Growth Boundaries and Annexations Implementation Actions
- 3) Comprehensive Plan Land Use Designations Implementation Actions
- 4) Public Involvement Implementation Actions
- 5) Capital Facilities Implementation Actions
- 6) Zoning and Development Regulations Implementation Actions
- 7) Recommended Changes to the Thurston County Code for Consistency with the Tumwater Municipal Code

Note: As a follow up to the residential capacity discussion at the Joint Planning Commission briefing on March 31, 2021, no adjustments are needed to the minimum densities required in residential land use designations and zone districts. However, there is a gap between net and gross densities.

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 floodplains, wetlands, and steep slopes. Net density can also be defined as developable land.

Gross density means the total number of dwelling units divided by the total land area of the site or area excluding nothing. The difference between gross and net density is critical. Roads and parking, both included in gross density, often require up to 20% of a site.

When calculating densities for a specific residential development project the City uses net density, while the County uses gross density. In the Joint Plan area, staff recommends that net density be used in the Joint Plan area to reflect the urban development level.

Joint Plan Public Approval Process

The City and County Planning Commissions held a preliminary briefing introducing the update process on the Joint Plan update on March 31, 2021.

The City and County Planning Commissions held a worksession for April 15, 2021 to discuss the proposed Joint Plan update further.

The City Council's General Government Committee received an introduction to the Joint Plan update process in a briefing on April 13, 2021.

The County will prepare an Environmental Checklist for a non-project action for the Joint Plan update under the State Environmental Policy Act (Chapter 43.21C RCW), pursuant to Chapter 197-11 WAC, as well as a Determination of Non-Significance.

The City resolution adopting the Joint Plan update was sent by the City to the Washington State Department of Commerce for the required 60-day review before the ordinance is adopted, in accordance with RCW 36.70A.106 on April 8, 2021.

The County ordinance adopting the Joint Plan update will be sent by the County to the Washington State Department of Commerce for the required 60-day review before the ordinance is adopted, in accordance with RCW 36.70A.106.

A Notice of Public Hearing for the City and County Planning Commissions was issued on April 28, 2021 prior to the public hearing on the Joint Plan update. The notice was posted, published as a press release, distributed to interested individuals and entities that have requested such notices, and published in *The Olympian*.

The City and County Planning Commissions scheduled a joint public hearing for the proposed Joint Plan update on May 20, 2021. Following the public hearing and deliberations, the City and County Planning Commissions will send their joint recommendation to the Tumwater City Council and the Thurston County Board of Commissioners.

The City Council's General Government Committee will review the Joint Plan update in a briefing on June 9, 2021.

The City Council is scheduled to hold a worksession to review the Joint Plan update on June 22, 2021.

The City Council is scheduled to consider a recommendation that the County Board of Commissioners adopt the proposed Joint Plan update at a regular meeting on July 6, 2021.

The County Board of Commissioners will schedule meetings in the summer 2021 for a briefing, public consideration, and decision on the proposed Joint Plan update after the City Council finishes their process.

Once the County Board of Commissioners adopts the Joint Plan update, the City Council will include the Joint Plan update approved by the County Board of Commissioners as one of the amendments consider as part of the City's 2021 annual Comprehensive Plan amendment process in the fall of 2021.

Public Notification

A Notice of Joint Public Hearing for the City and County Planning Commission was issued, posted, and published in *The Olympian* on April 28, 2021 after the City and County Planning Commissions set the public hearing date at their April 15, 2021 joint worksession.

Conclusions

1. Based on the above review and analysis, City and County staffs have concluded that the proposed Joint Plan update will be consistent with Goals and Policies of the City and the County's Comprehensive Plans.
2. Based on the above review and analysis, City and County staff have concluded that the proposed Joint Plan update will be consistent with the requirements of the Washington State Growth Management Act, the Thurston County-Wide Planning Policies, and the goals of Sustainable Thurston.

Recommendation

1. City and County staff recommend the City and County Planning Commissions recommend approval of the Joint Plan update.

Effects of the Proposed Joint Plan Update

After the adoption of the draft Joint Plan update, the Joint Plan will include a list of measures that the City and County will undertake to implement the updated Joint Plan. These measures include:

1. Updates to Title 22 *Tumwater Urban Growth Zoning* of the Thurston County Code.
2. Implementation actions for City and County staff to take to improve processes and coordination in the Joint Plan area.

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Appendix 1 – Public Facilities and Services Element Goals and Policies**GOAL #1**

Provide public involvement in all phases of public facilities and services planning.

Policies:

- 1.1 Encourage active citizen participation throughout the process of developing and adopting a *Capital Facilities Plan*.
- 1.2 Seek active public involvement during updates of the Joint Plan and other plans that address the provision of public facilities and services.

GOAL #2

Prepare public service plans and construct facilities to support planned growth.

Policies:

- 2.1 Coordinate with Thurston Regional Planning Council and other service providers to identify areas of shared need for public facilities.
- 2.2 Ensure concurrency with City of Tumwater, Thurston County, and regional plans to provide the most efficient array of services.
- 2.3 Follow the requirements of County-Wide Planning Policy V and RCW 36.70A.200 when siting new facilities and improve the process whenever possible.
- 2.4 Correctly time and size public utility services to provide adequate growth capacity and to avoid expensive remedial action.
- 2.5 Ensure that public utility and service plans, including the City of Tumwater and Thurston County *Capital Facilities Plans*, are consistent with the Joint Plan.
- 2.6 Review the Joint Plan, land use designations, and zone districts when designating urban levels of land uses against adopted long-range plans for public utilities to ensure that urban levels of utilities are feasible.
- 2.7 Provide the extension of services and construction of public capital facilities at levels consistent with development intensity identified in the Joint Plan.

- 2.8 Phase public utility services within the Joint Plan area outward from the urbanizing core as that core becomes substantially developed to concentrate urban growth and infilling.
- 2.9 Coordinate the City of Tumwater and Thurston County *Capital Facilities Plans* for the Joint Plan area.
- 2.10 Assist school districts with the creation of new facilities to accommodate growing student populations.
- 2.11 Establish and maintain mechanisms and procedures to ensure that new school facilities are coordinated with growth and their impacts on roads and neighboring uses are considered. All development proposals should consider enrollment impacts on schools.
- 2.12 Coordinate future economic activity with planning for public facilities and services.
- 2.13 Integrate satellite water and sewage disposal systems into the water and sewer plans of the City of Tumwater and Thurston County to maximize water source development and to ease the transitions to the municipal utility systems.
- 2.14 Support actions to expand and improve the multimodal transit network in the Joint Plan area.
- 2.15 Improve waste management services and decrease waste production in the Joint Plan area.
- 2.16 Support the fulfillment of citizen requests for public facilities in line with the City of Tumwater's *Parks, Recreation, and Open Space Plan* in the Joint Plan area.

GOAL #3

Follow procedures to mitigate adverse impacts on the environment and other public facilities and services, when designing and locating public facilities and services.

Policies:

- 3.1 Impacts on water resources, drainage systems, natural habitat, geologically hazardous areas, other sensitive areas, and transportation

systems by proposed public facilities improvements should be considered and adverse impacts avoided or mitigated.

- 3.2 Site public facilities with the least disruption of natural habitat, floodplains, wetlands, geologically hazardous areas, resource lands, and other environmentally sensitive areas.
- 3.3 Promote efficient and joint use of facilities with neighboring governments and private citizens through such measures as interlocal agreements and negotiated use of privately and publicly owned lands or facilities, such as open space, stormwater facilities, or government buildings.
- 3.4 Explore regional funding strategies for capital facilities to support Comprehensive Plans developed under the Growth Management Act.
- 3.5 Develop agreements between the City of Tumwater and Thurston County addressing the planning and financing of capital facilities in the Joint Plan area as annexations occur.
- 3.6 Coordinate City of Tumwater and Thurston County utilities review during land use project permit review.

GOAL #4

Provide public facilities and services consistent with adopted growth management Comprehensive Plans, public facility and service plans, interlocal agreements and other adopted policies.

Policies:

- 1.1 Provide public utilities and services consistent with adopted County-Wide Planning Policies.
- 1.2 Allow municipal sewer and water service to be extended to serve development within the urban growth boundary, consistent with the City of Tumwater Annexation Policies.
- 1.3 Coordinate the updating of City of Tumwater and Thurston County's *Capital Facilities Plans* consistent with the other elements of adopted City of Tumwater and Thurston County Comprehensive Plans to ensure that appropriate new facilities are provided as development occurs.

GOAL #5

Consider all factors and impacts in determining appropriate methods for providing needed public facilities and services.

Policies:

- 5.1 Determine wastewater disposal methods by considering all factors, such as environmental impacts, long-term effects, technical feasibility, cost effectiveness, and especially the maintenance and improvement of water quality.
- 5.2 Monitor the functioning of on-site sewage systems by Thurston County and require that they be maintained in a condition that will assure their longevity, protect public health, and prevent contamination of surface and groundwater.
- 5.3 Provide drinking water service inside the Joint Plan area by the City of Tumwater through coordinated water system planning.
- 5.4 Coordinate with other jurisdictions that share stormwater drainage basins to provide stormwater facilities and related management programs to protect surface and groundwater quality and habitat, prevent chronic flooding from stormwater, maintain natural stream hydrology, and protect aquatic resources.

Appendix 2 – Land Use Element Goals and Policies

From pages 19 – 31 of the Joint Plan:

3.2 Goals and Policies

This section of the Joint Plan specifies the goals and policies that set forth the direction for the future growth of the Joint Plan area. The goals and policies ensure coordination with other City of Tumwater and Thurston County Comprehensive Plan elements, regional plans, and County-Wide Planning Policies. Additionally, they serve to define the action plan for implementing the Joint Plan recommendations found in Chapter 11, Implementation. The goals and policies of this section and actions in Chapter 11, Implementation, should be looked at in conjunction with Chapter 10, Public Facilities and Services, Section 10.2, Goals and Policies, and Chapter 3, Land Use, Subsection 3.5.1, Definitions and Criteria for Land Use Designations. These are meant to work together as a whole.

GOAL #1

Ensure that the Joint Plan Land Use Element is implementable and coordinated with all applicable City of Tumwater and Thurston County plans and regulations and the plans of other jurisdictions in the Thurston region.

Policies

- 1.1 Ensure that the consistency of the Joint Plan Land Use Element with adopted County-Wide Planning Policies and the integration of transportation considerations into land use decisions, and vice versa.
- 1.2 Integrate the goals of the Sustainable Thurston Plan into the Joint Plan Land Use Element.
- 1.3 Seek active public involvement during updates of the Joint Plan.
- 1.4 Ensure consistency between the Joint Plan Land Use Element and all other elements of the City of Tumwater and Thurston County Comprehensive Plans and the Port of Olympia *Comprehensive Scheme of Harbor Improvements*.
- 1.5 Coordinate the Joint Plan Land Use Element with the Port of Olympia *Regional Airport Master Plan* and the Port of Olympia *Strategic Plan*.
- 1.6 Ensure that development in the Joint Plan area is consistent with the Thurston County Shoreline Master Program.
- 1.7 Ensure consistency between the Joint Plan Land Use Element and the City of Tumwater and Thurston County development regulations.
- 1.8 Coordinate the Joint Plan Land Use Element with local, state, and national initiatives that support the Joint Plan vision whenever practical to increase the chance of additional funding.

- 1.9 Update the Memorandum of Understanding between the City of Tumwater and Thurston County addressing Joint Plan area Zoning and Development Standards as needed to ensure it remains relevant.

GOAL #2

Ensure that development takes place in an orderly and cost-efficient manner in order to best utilize available land and public services, preserve open space, and reduce sprawl.

Policies

- 2.1 Encourage higher intensity growth to locate within the most appropriate areas.
- 2.2 Reduce the inappropriate conversion of undeveloped land into sprawling low-density development.
- 2.3 Encourage innovative land use management techniques such as density bonuses, cluster housing, planned unit developments, and transfer of development rights.
- 2.4 Consider presence of critical areas and efficiencies in providing public services such as police, fire, and emergency medical services in the Joint Plan area when determining the urban growth boundaries.
- 2.5 Ensure that new annexations adhere to the City of Tumwater Annexation Policies.
- 2.6 Coordinate the Joint Plan Land Use Element with the City of Tumwater *Citywide Design Guidelines*.
- 2.7 Ensure the processing of applications for development permits in a timely and fair manner, and coordinate processing between the City of Tumwater and Thurston County to enhance predictability.
- 2.8 Create vibrant centers, corridors, and neighborhoods that support active transportation and housing, jobs, and services.
- 2.9 Create safe and vibrant neighborhoods with places that build community and encourage active transportation.
- 2.10 Protect designated mineral resource lands from incompatible development.
- 2.11 Reduce the carbon footprint where possible and move towards a carbon-neutral community.

GOAL #3

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

Policies

- 3.1 Coordinate development with the City of Tumwater and Thurston County six-year *Capital Facilities Plans*.
- 3.2 Ensure that development is in conformance with the City of Tumwater *Water System Plan* and *Sanitary Sewer Comprehensive Plan*.
- 3.3 Analyze all proposed development for anticipated impact on services, either as a component of site plan review or as part of environmental impact assessment.
- 3.4 Give preference to providing adequate public facilities and services to settled areas rather than extending new services to sparsely settled or undeveloped areas.
- 3.5 Work with developers to determine where and when placing new public facilities to permit proper development of commercial and residential projects. Directly relate this process to the City of Tumwater and Thurston County six-year *Capital Facilities Plans* and site plan review in order to achieve concurrency.
- 3.6 Require residential and commercial development utilizing septic tanks for sewage disposal, which have sanitary sewer laterals readily available, to hook up to the sanitary sewer when the system fails, needs replacement, or requires major repairs, or when necessary for groundwater resource protection.
- 3.7 Require residences and businesses utilizing private wells for water systems that have City of Tumwater water service available to connect to it when the well fails, needs replacement, or requires major repairs.
- 3.8 Design and construct water and sewage conveyance, and disposal systems and stormwater facilities in conformance with adopted utility plans to facilitate future connection to the City of Tumwater systems when placing development in areas where growth is planned and full municipal utility connection is not yet available.
- 3.9 Consider water systems designed and built prior to full utility connection for integration into the water utility to maximize potential for water source development.

GOAL #4

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

Policies

- 4.1 Coordinate the Joint Plan Land Use Element with the City of Tumwater Housing Element.

- 4.2 Encourage innovative techniques for providing affordable housing that will result in an attractive product that will be an asset to the community.
- 4.3 Allow manufactured housing on individual lots in residential land use designations, as well as within mobile and manufactured home parks, to encourage affordable housing.
- 4.4 Permit consideration of new approaches to implementing regulations in newer forms of residential development where amenities of open space, privacy, and visual quality can be maintained or improved and flexible solutions to land use problems such as affordability can be achieved.
- 4.5 Encourage higher density residential uses in order to provide affordable housing. Blend these uses with the existing character of the community.
- 4.6 Treat mobile home parks legally established prior to adoption of the Joint Plan and located on lands designated Residential/Sensitive Resource, Single-Family Residential, or Light Industrial as a permitted use in the implementing zoning, except where the use ceases for three or more years. Do not allow expansion of the mobile home park area; however, enlargement of units within existing mobile home spaces should be permitted. Consider adding existing mobile home parks to the Manufactured Home Park (MHP) land use designation and zone district.
- 4.7 Increase housing types and densities in corridors and centers to meet the needs of a changing population.

GOAL #5

Ensure that development patterns that will encourage efficient multimodal transportation systems are coordinated with regional, City of Tumwater, and Thurston County *Transportation Plans*.

Policies

- 5.1 Ensure coordination of the City of Tumwater *Transportation Plan* and the *Thurston Regional Transportation Plans*.
- 5.2 Create vibrant urban centers and activity nodes along potential transit corridors that support active transportation and housing, jobs, and services.
- 5.3 Encourage provision of urban plazas and access to transit stops when new construction or major renovation is proposed. Seek incentives for providing such amenities.

- 5.4 Allow densities and mixes of uses that reduce the number and lengths of vehicle trips and increase the opportunity to use public transit and non-motorized modes of travel.
- 5.5 Reinforce the link between land use and public transportation by encouraging development to occur at urban residential densities along potential transit corridors, nodes and near commercial centers.
- 5.6 Ensure that the design of proposed capacity improvements to transportation systems in the Joint Plan area serve proposals that are contiguous to existing development, as a means to discourage the occurrence of "leap frog" development patterns.
- 5.7 Provide development incentives, such as increased density, increased square footage, increased height, for proposed land developments located adjacent to transportation corridors when amenities for transit users, bicyclists and pedestrians are included.
- 5.8 Encourage land development proposals to utilize the capacity of the existing transportation system, especially transit and non-motorized modes.
- 5.9 Require public and private development proposals to enhance the street side environment to maximize comfort for transit users and the pedestrians.
- 5.10 Require subdivision and commercial and retail project design to facilitate cost-effective transit and emergency service delivery.
- 5.11 Ensure that the Joint Plan, subdivisions, other land developments, as well as City of Tumwater and Thurston County transportation projects provide for alternative transportation modes, such as transit, bicycling, and walking.
- 5.12 Ensure coordination with the City of Tumwater *Parks, Recreation, and Open Space Plan* when establishing pedestrian and bicycle trail links with other parts of the City of Tumwater and surrounding jurisdictions.
- 5.13 Expand bicycle and pedestrian data collection efforts.
- 5.14 Establish a regional bicyclist and pedestrian advisory body.
- 5.15 Support efforts of the local traffic safety campaigns to educate bicyclists and pedestrians of the laws pertaining to walking and biking.

GOAL #6

Reduce impacts from flooding, encourage efficient stormwater management, and protect and preserve the City of Tumwater's groundwater.

Policies

- 6.1 Ensure that new development conforms to the requirements and standards of the *Northern Thurston Groundwater Protection Plan*.
- 6.2 Ensure that new development is in conformance with requirements and standards of the Thurston County *Drainage Design and Erosion Control Manual*, as amended.
- 6.3 Use low impact development standards the Thurston County *Drainage Design and Erosion Control Manual* and the low impact development requirements in State law.
- 6.4 Ensure coordination with the *Percival Creek Comprehensive Drainage Basin Plan*.
- 6.5 Follow the recommendations of the *Salmon Creek Comprehensive Drainage Basin Plan* and keep the development regulations for high groundwater flooding hazards for both the City of Tumwater and Thurston County consistent.
- 6.6 Ensure that new development is in conformance with aquifer protection standards of the City of Tumwater Conservation Element and development regulations.
- 6.7 Avoid or mitigate negative effects on groundwater quality by regulating land use and development within wellhead protection areas in conformance with regional wellhead protection policies and adopted wellhead protection programs of the City of Tumwater and Thurston County.
- 6.8 Review and update regulations for land uses within wellhead protection areas as guided by critical areas protections.
- 6.9 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.
- 6.10 Limit new residential and commercial development in the 100-year floodplain to the extent legally feasible.
- 6.11 Encourage consistency between the City of Tumwater and Thurston County critical area regulations within the Joint Plan area and as they apply to natural features which form the City of Tumwater urban growth boundary, such as the Deschutes River, Black Lake, or the Salmon Creek Basin.

GOAL #7

Encourage the retention of open space, parks, trails, and development of recreational opportunities within the Joint Plan area.

Policies

- 7.1 Coordinate the Joint Plan Land Use Element with the City of Tumwater *Parks, Recreation, and Open Space Plan* and support implementation of the plan.
- 7.2 Ensure coordination of the Joint Plan with the open space retention and natural area preservation standards of the City of Tumwater Conservation Element.
- 7.3 Preserve environmentally sensitive lands, farmlands, mineral resources, and prairies, by developing compact urban areas.
- 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 the quality of living.

GOAL #8

Observe the physical limitations of the land during the development process.

Policies

- 8.1 Ensure that new development conforms to the applicable standards and requirements for critical areas.
- 8.2 Reserve the right to prohibit or set conditions on development based on anticipated adverse environmental impact.
- 8.3 Ensure that development in the Joint Plan area 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 Thurston County Shoreline Master Program and floodplain regulations adopted by Thurston County.
- 8.4 Ensure that new development is in conformance with the standards of the City of Tumwater Protection of Trees and Vegetation Ordinance.
- 8.5 Revise and update critical area maps and regulatory language in the Joint Plan and the City of Tumwater and Thurston County development regulations to reflect best available science, as needed.
- 8.6 Support the actions of the accepted *Thurston Climate Mitigation Plan* to reduce communitywide greenhouse gas emissions 45 percent below 2015 levels by 2030 and 85 percent below 2015 levels by 2050 to ensure that local communities do their part to keep the global average temperature from rising more than 2° C.
- 8.7 Integrate the goals, objectives, policies, and actions of the City of Tumwater *Urban Forestry Management Plan* into the protection and maintenance of the urban forest in the Joint Plan area.

GOAL #9

Create and protect vibrant residential areas.

Policies

- 9.1 Create safe and vibrant neighborhoods with places that build community and encourage active transportation.
- 9.2 Protect residential developments from excessive noise, odors, dirt, glare, and other nuisances emanating from commercial, industrial, or other uses.
- 9.3 Allow for multifamily residential development through appropriate zoning on multimodal transportation corridors and near centers of community services.
- 9.4 Integrate existing natural systems into the design features of new residential areas and the layout and siting of dwelling units. Preserve trees and significant ecological systems, as feasible.
- 9.5 Permit consideration of new forms of residential development in implementing regulations while maintaining or improving amenities of open space, privacy, and visual quality and achieving flexible solutions to land use problems.
- 9.6 Do not permit private residential gated communities to prevent isolating neighborhoods and limiting transportation options.
- 9.7 Promote nearby access to healthy food for residential developments.

GOAL #10

Create and protect active commercial and industrial areas and uses.

Policies

- 10.1 Make the Joint Plan land use designations consistent with the City of Tumwater *Economic Development Plan*.
- 10.2 Encourage industry clusters to create jobs and increase revenue circulation locally.
- 10.3 Ensure adequate supply of developable land along primary transportation corridors and invest in commercial and industrial redevelopment.
- 10.4 Encourage developers to concentrate non-residential land uses in integrated centers in order to insure convenient access and prevent strip development.
- 10.5 Group commercial, industrial, and manufacturing uses into landscaped, urban park quality centers rather than disperse throughout the Joint Plan area.

- 10.6 Develop future commercial, manufacturing, and light industrial areas in the Joint Plan area on a comprehensive, integrated planning scheme incorporating the City of Tumwater Citywide Design Guidelines.
- 10.7 Employ land use regulations to guide new industrial development into areas and patterns that minimize heavy trucking through residential and business areas.
- 10.8 Ensure commercial and industrial structures are low profile when feasible, and provide landscaping including lawns, trees, and shrubs.
- 10.9 Locate commercial and industrial land uses close to arterial routes and freeway access and rail facilities.
- 10.10 Encourage neighborhood commercial uses that supply nearby residents with everyday convenience shopping goods to reduce traffic generation. Generally, these uses should be small, not generate excessive traffic, and be compatible with nearby residences.
- 10.11 Provide landscaping and buffering between lands designated residential and industrial and commercial land uses.
- 10.12 Provide direct access for light industrial development on properties east of Interstate 5 and south of 93rd Avenue SW from either 93rd Avenue SW or Kimmie Road SW.
- 10.13 Encourage businesses to allow food trucks at work sites to bring diverse meal options and fresh produce to workers.
- 10.14 Emphasize sustainable practices while encouraging economic development.

GOAL #11

Promote energy efficiency in new development.

Policies

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

- 11.5 Encourage existing and new development to use landscaping to take advantage of the sun's warming rays in winter and to provide shade in summer.
- 11.6 Orient development sites to take advantage of the potential energy savings through optimally using solar energy.
- 11.7 Consider the impact of new development and landscaping on solar accessibility of adjoining lots and mitigate wherever feasible.
- 11.8 Encourage development and integration of new energy technologies in the design of new development and redevelopment that result in energy and cost savings.
- 11.9 Develop a program to encourage energy retrofits of existing buildings to improve their energy efficiency.

GOAL #12

Promote the preservation of sites of historical and cultural significance.

Policies

- 12.1 Ensure coordination of the Joint Plan Land Use Element with the City of Tumwater and Thurston County historic preservation programs.
- 12.2 Make land use decisions that protect designated state and national landmarks and cultural resources of indigenous peoples identified by the State Department of Archaeology and Historic Preservation.

GOAL #13

Protect the 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.

Policies

- 13.1 Promote the safe operation of the Olympia Regional Airport by encouraging compatible land uses and activities and discouraging uses or activities that will impede safe flight operations or endanger the lives of people on the ground.
- 13.2 Coordinate the protection of the Olympia Regional Airport with Thurston County and the Port of Olympia by developing consistent implementing regulations.
- 13.3 Amend Title 22, Tumwater Urban Growth Zoning, Thurston County Code including the Airport Hazard (AH) Overlay Zone, to protect the Olympia Regional Airport from incompatible land uses and activities. Consider the Washington State Department of Transportation Aviation Division Publication *Airports and Compatible Land Use*,

Volume 1, and other [**best available**] technical information [**to the extent practical within an urban area**].¹

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

Appendix 3 – City of Tumwater TMC 18.32 AP Airport Overlay

The following is a copy of City of Tumwater TMC 18.32 AP Airport Overlay as of February 2, 2021.

Chapter 18.32 AP AIRPORT OVERLAY

Sections:

- 18.32.010 Intent.
- 18.32.020 Statutory authority.
- 18.32.030 Applicability.
- 18.32.040 Description of airport runways.
- 18.32.050 Description of overlay zone.
- 18.32.060 Preexisting uses.
- 18.32.070 Prohibited uses within compatible use zones.
- 18.32.080 Development standards.

18.32.010 Intent.

The intent of the airport (AP) overlay zone district is to protect the viability of Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users. The airport (AP) overlay zone district identifies a series of compatible use zones designed to minimize such hazards.

(Ord. O2004-009, Amended, 12/07/2004; Ord. O95-035, Amended, 12/19/1995; Ord. 883, Added, 05/06/1984)

18.32.020 Statutory authority.

This chapter is adopted pursuant to RCW 36.70.547 and 36.70A.510, as written or hereafter amended, that require a county, city or town to enact development regulations to discourage the siting of incompatible land uses adjacent to general aviation airports.

(Ord. O2004-009, Added, 12/07/2004)

18.32.030 Applicability.

Provisions of this chapter shall apply to all lands, buildings, structures, natural features and uses located within the airport (AP) overlay zone district as depicted on Figure 18.32.050, except that the provisions of this chapter shall not apply to any use that is defined as an aviation use pursuant to TMC Chapter 18.04. All uses and activities are at all times subject to the underlying zoning district. Where the requirements and restrictions imposed by the airport overlay zone district conflict with the requirements of the underlying zone district, the more restrictive requirements shall be applied.

(Ord. O2013-025, Amended, 01/07/2014; Ord. O2004-009, Added, 12/07/2004)

18.32.040 Description of airport runways.

Olympia Regional Airport provides two aircraft runways. Runway characteristics are provided in Figure 18.32.040.

Figure 18.32.040 – Runway Characteristics

Runway Identification	Runway Type	Approach/Departure Direction	Runway Length	Runway Width
17-35	Precision Instrument ¹	North/South	5,500 Feet ³	150 Feet
8-26	Visual ²	East/West	4,157 Feet	75 Feet

(1) See TMC Chapter 18.04 for the definition of precision instrument runway.

(2) See TMC Chapter 18.04 for the definition of visual runway.

(3) Runway pavement length is six thousand one hundred feet.

(Ord. O2013-025, Amended, 01/07/2014; Ord. O2004-009, Added, 12/07/2004)

18.32.050 Description of overlay zone.

An airport (AP) overlay zone district is hereby created that is comprised of five compatible use zones. The compatible use zones are established to carry out the provisions of this chapter and to promote land use compatibility on lands within, adjacent to and in the vicinity of Olympia Regional Airport. The five compatible use zones delineated in Figure 18.32.050 consist of the following:

- A. Zone 1: Runway Protection Zone.
- B. Zone 2: Inner Approach/Departure Zone.
- C. Zone 3: Inner Turning Zone.
- D. Zone 4: Outer Approach/Departure Zone.
- E. Zone 5: Sideline Zone.

(Ord. O2004-009, Added, 12/07/2004)

18.32.060 Preexisting uses.

A. Nothing contained herein shall require any change in the construction or alteration of any structure, if the construction or alteration of such was vested pursuant to TMC Chapter 15.44 prior to the effective date of this chapter.

B. Destruction. The owner of any preexisting use or structure legally constructed prior to the effective date of this chapter which, as a result of fire, explosion or other casualty is destroyed, shall be allowed to rebuild, reconstruct or rehabilitate the

same preexisting use of the same size (gross square feet) on the same parcel, provided the use complies with the following:

1. The use complies with the height standards of the underlying zoning district;
2. The use is permitted in the underlying zoning district.

C. Expansion of Preexisting Uses. Any preexisting use legally constructed prior to the effective date of this chapter may be expanded, altered or otherwise enlarged if the use meets the following:

1. The use is not listed as a prohibited use by other sections of this chapter;
2. The use complies with the standards set forth in TMC 18.32.080;
3. The use complies with the height standards of the underlying zoning district;
4. The use is permitted in the underlying zoning district.

(Ord. O2004-009, Added, 12/07/2004)

18.32.070 Prohibited uses within compatible use zones.

Uses listed in this section are prohibited, except for those uses permitted pursuant to TMC 18.32.060. A use or building is deemed to be within the applicable compatible use zone if any portion of the use or building touches or extends into the applicable zone. The mere application of the zone on a tract of land upon which such use or building is located or proposed to be located shall not prohibit otherwise authorized development on the portion of the tract outside of the zone.

A. Zone 1 – Runway Protection Zone – Prohibited Uses.

1. Residential dwellings;
2. Stormwater wet ponds;
3. Active recreational facilities;
4. Schools, preschool/child care facilities, child day care centers, churches, hospitals, senior housing facilities, rest homes and group foster homes;
5. Uses that:
 - a. Create lighting that diminishes the ability of pilots to distinguish between airport lights and nonairport lights;
 - b. Create electrical interference with navigational signals or radio communication between the airport and aircraft;
 - c. Create dust, smoke or other emissions that result in impairment of visibility for pilots.

B. Zone 2 – Inner Approach/Departure Zone – Prohibited Uses.

1. Multifamily dwellings;
 2. Active recreational facilities;
 3. Schools, preschool/child care facilities, child day care centers, churches, hospitals, senior housing facilities, rest homes and group foster homes;
 4. Uses that:
 - a. Create lighting that diminishes the ability of pilots to distinguish between airport lights and nonairport lights;
 - b. Create electrical interference with navigational signals or radio communication between the airport and aircraft;
 - c. Create dust, smoke or other emissions that result in impairment of visibility for pilots.
- C. Zone 3 – Inner Turning Zone – Prohibited Uses.
1. Multifamily dwellings;
 2. Active recreational facilities;
 3. Schools, preschool/child care facilities; child day care centers; churches, hospitals, senior housing facilities, rest homes and group foster homes;
 4. Uses that:
 - a. Create lighting that diminishes the ability of pilots to distinguish between airport lights and nonairport lights;
 - b. Create electrical interference with navigational signals or radio communication between the airport and aircraft;
 - c. Create dust, smoke or other emissions that result in impairment of visibility for pilots.
- D. Zone 4 – Outer Approach/Departure Zone – Prohibited Uses.
1. Multifamily dwellings;
 2. Schools, preschool/child care facilities; child day care centers; churches, hospitals, senior housing facilities, rest homes and group foster homes;
 3. Uses that:
 - a. Create lighting that diminishes the ability of pilots to distinguish between airport lights and nonairport lights;
 - b. Create electrical interference with navigational signals or radio communication between the airport and aircraft;
 - c. Create dust, smoke or other emissions that result in impairment of visibility for pilots.
- E. Zone 5 – Sideline Zone – Prohibited Uses.

1. Multifamily dwellings;
2. Schools, preschool/child care facilities; child day care centers; churches, hospitals, senior housing facilities, rest homes and group foster homes;
3. Uses that:
 - a. Create lighting that diminishes the ability of pilots to distinguish between airport lights and nonairport lights;
 - b. Create electrical interference with navigational signals or radio communication between the airport and aircraft;
 - c. Create dust, smoke or other emissions that result in impairment of visibility for pilots.

(Ord. O2006-015, Amended, 08/01/2006; Ord. O2004-009, Added, 12/07/2004)

18.32.080 Development standards.

Development standards are necessary to protect the health, safety, welfare and quality of life of the general public, property owners, airport operators, and aviation community, and also to ensure compatible land uses in the vicinity of the airport. Development standards imposed within the airport overlay zone district are in addition to the development standards of the underlying zoning district. Where standards imposed by the airport overlay zone district conflict with the standards of the underlying zone district, the more restrictive standard shall be applied. Mixed use development that propose both residential and nonresidential uses must meet applicable standards in both subsections below.

A. Residential Standards. Residential land divisions of one acre or more located within compatible use zones 3, 4 or 5 shall meet the following standards:

1. The land division is approved as a clustered development with the residential lots located as far away from the runway centerline as possible;
2. An open space area is provided on the project site. The purpose of this open space area is to provide sites that are suitable for the emergency landing of aircraft. The required minimum size of this open space area is one-half acre or ten percent of the gross site area, whichever is greater. This open space area may be used to fulfill other applicable open space/park requirements for residential developments; provided, that active recreation facilities and aboveground stormwater ponds and infiltration facilities shall not be located in this open space area. This open space area should be contiguous to other open space areas within or adjacent to the project site, and may include wetlands and their buffers and other critical areas.

B. Nonresidential Standards. All nonresidential developments and uses shall meet the following intensity standards; provided, however, that these standards do not apply to preexisting uses as described in TMC 18.32.060(B). The building code as adopted by the city of Tumwater shall be used for determining the building

occupant load factor. For developments proposing two or more uses, the calculation must incorporate the occupant load factor and acreage for the entire development. For developments involving land or buildings split by a compatible use zone boundary, only that portion of the land or building(s) located within the compatible use zone shall be subject to the standards below.

1. Zone 1: twenty people per acre maximum;
2. Zone 2: sixty people per acre maximum;
3. Zone 3: one hundred twenty-five people per acre maximum;
4. Zone 4: one hundred thirty-five people per acre maximum;
5. Zone 5: one hundred fifty people per acre maximum;
6. Intensity Bonus. Land development proposals located in compatible use zones 2, 3, 4, or 5 that exceed the intensity standards set forth in subsections (B)(2) through (5) of this section may be considered for approval through the conditional use permit process. See TMC Chapter 18.56.

People per acre shall be calculated as follows:

Step 1. Building size (gross square feet) divided by occupant load factor (square feet per occupant as set forth in the building code) equals maximum building occupancy.

Step 2. For retail and office uses only: maximum building occupancy multiplied by 0.50 equals adjusted maximum building occupancy.

Step 3. Maximum building occupancy divided by gross site acreage equals people per acre.

Note: A parking structure shall be excluded from the calculation unless the structure is the primary use of the site.

Example:

A single-floor furniture store containing twenty-four thousand square feet of floor area is proposed on a two-acre site. The store consists of fifty percent of floor space dedicated to retail sales and fifty percent for warehousing. Usage intensities are estimated as follows:

Step 1. Twelve thousand square feet retail sales floor area divided by thirty square feet/occupant equals four hundred people maximum occupancy in retail sales area.

Twelve thousand square feet warehouse floor area divided by five hundred square feet/occupant equals twenty-four people maximum occupancy in warehouse area.

Step 2. Assuming typical peak occupancy for retail sales is fifty percent of maximum occupancy for retail sales equals two hundred people maximum expected at any one time. Maximum occupancy for entire use is therefore two hundred twenty-four people (two hundred plus twenty-four).

Step 3. Two hundred twenty-four people divided by two acres equals one hundred twelve people per acre average for the site.

C. Flammable and Combustible Materials. Flammable and combustible liquids and specifications for fuel storage shall be in accordance with the fire code as adopted by the city of Tumwater.

D. Noise Insulation. Noise insulation for new structures shall be in accordance with the building code as adopted by the city of Tumwater.

E. Disclosure Statement. A disclosure statement shall be recorded with the Thurston County auditor for subdivisions, short subdivisions, binding site plans and building permits for any new building or expansion of an existing building located within the airport overlay zone district. The disclosure statement shall state that the property is located within the airport overlay zone district in which a variety of aviation activities occur, which may include but are not limited to: noise, vibration, chemicals, odors, hours of operation and other associated activities.

F. Land Divisions.

1. A new lot proposed to be created by a land division shall not result in an increase in intensity on the newly created lot when the existing lot contains a nonresidential use that exceeds the intensity standards of subsection B of this section.

2. A nonresidential use that complies with the intensity standards of subsection B of this section may proceed with a proposed land division if the new lot to be created contains adequate gross site acreage such that the use of the new lot also meets the intensity standards of subsection B of this section.

(Ord. O2013-025, Amended, 01/07/2014; Ord. O2006-015, Amended, 08/01/2006; Ord. O2004-009, Added, 12/07/2004)

Airport Overlay Zone – Figure 18.32.050

